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QCWA Journal

VOLUME LII

Winter- 2003

NUMBER 4

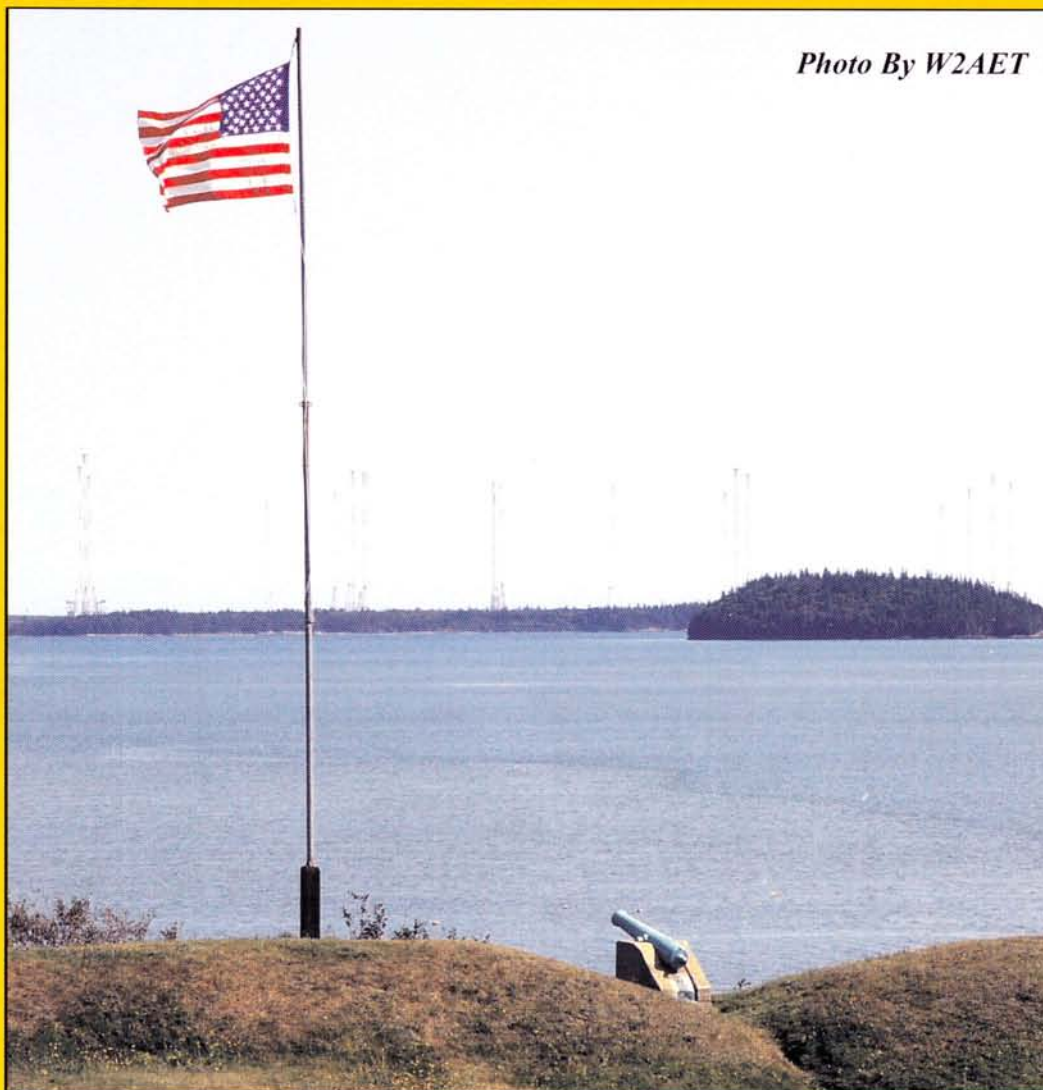


Photo By W2AET

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JOURNAL

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QCWA National Nets

SSB - Sunday at 2000Z on 14347
CW - Wednesdays at
2000E on 7035

QCWA JOURNAL is published four times a year (quarterly) by the Quarter Century Wireless Association, Inc. Membership in QCWA, including a subscription to the Journal, is available to individuals who qualify in the United States and its possessions at the following rates: \$20 for one year; \$35 for two years; \$50 for three years; and \$300 for life. For foreign membership rates, please contact the business office.

POSTMASTER: Please send change of address to QCWA, Inc., 159 E. 16th Ave., Eugene, OR 97401-4017.

Printed in USA and mailed Third Class from Melbourne, FL; Eugene, OR and other cities.

Cover: Part of the antenna complex of 2-million-watt, NAA, Cutler, Maine is in the background, about five miles distant from Historic Fort O'Brien. The station, built in 1961, transmits continuously on 17.8 kHz and other VLF frequencies sending encoded data to the US submarine fleet, worldwide. W2AET was here to prepare a photo report for Chapter 65 members.

QCWA CONVENTION 2004

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REMEMBER WHAT A GREAT TIME WE HAD IN 1996 !!!

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THOSE WHO HAVE

SERVED

Past Presidents

John DiBlasi, W2FX (SK)	1947 - 1964
Earl R. Thomas, W2MM (SK)	1965 - 1968
Clarence Seid, W2KW	1969 - 1971
Barry Goldwater, K7UGA (SK)	1972 - 1973
Frank A. Gunther, W2ALS (SK)	1974 - 1977
Harry S. Gartsman, W6ATC	1978 - 1981
Stuart Meyer, W2GHK (SK)	1982 - 1985
Leland Smith, W5KL	1986 - 1989
Harry Dannals, W2HD	1989 - 1994
Lew McCoy, W1ICP (SK)	1994 - 1996
John Kelleher, W4ZC (SK)	1996 - 1998
Gary R. Harrison, KØBC	1998 - 2002

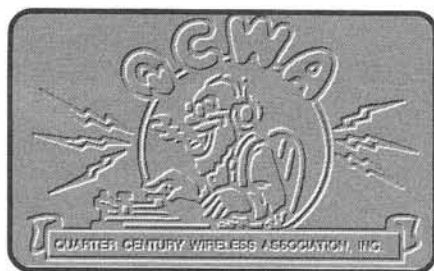
Executive Secretary/General Manager

Ralph Barber, W2ZM (SK)	1955 - 1964
Gus Gironda, W2JE (SK)	1965 - 1973
Ethel Smith, K4LMB (SK)	1974 - 1976
Ted Heithecker, W5EJ (SK)	1976 - 1991

The QCWA Journal

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The Quarter Century Wireless Association

The Quarter Century Wireless Association, Inc. was founded December 5, 1947, as a non-commercial association of radio amateurs organized for the promotion of interest in Amateur Radio communication and experimentation, for the establishment and advancement of the radio art and of the public welfare.

QCWA is an incorporated association without capital stock chartered under the laws of the State of New York, and is a tax exempt 501(C)3 organization under the Internal Revenue Code of 1986.

Its affairs are governed by a President, Vice President, Secretary, Treasurer and a Board of Directors, whose voting members are elected every two years by the general membership.

In order to qualify for membership in QCWA one must have demonstrable proof of having been first licensed as an Amateur Radio operator at least 25 years prior to application for membership and must be currently licensed.

Membership inquiries and general correspondence should be addressed to the business office at 159 E. 16th Ave., Eugene, OR 97401-4017 USA. Telephone, 541-683-0987. Fax, 541-683-4181.

From the President

Croft Taylor, VE3CT



Another winter season is upon us and I am trying to get to W4 land this winter to be able to spend some time with the 7 QCWA Florida Chapters of which I am a member. All these Chapters hold monthly luncheons, and you can imagine how great this is for the waistline!

The Journal deadline for this issue is 1 October - so as I write this message, the annual Board meeting has not yet been held. I do, however, have a copy of the various Chairmen's Reports, and I would like to share some of this information with you.

The year 2004 is voting year for the new Board of Directors. Their term of office will be 1 Sep 04 to 1 Sep 06. In addition to voting this year, you will all be also be asked to approve the reduction of Directors from Ten to Eight. The current Board of Directors feel that we can continue to effectively execute our business and reduce Association costs with this reduction, and they are recommending your approval to the proposal.

A moment of silence for our Silent Keys will take place at this year's Board meeting with particular mention of the following: - Wes Randles - W4COW, our Historian, Helen Smith - WA5WAR, XYL of President Emeritus General Leland Smith, W5KL, Frank Schwab - W8OK, founder of the Dayton Hamvention and past President of Chapter 53 and Jay Strom - W3XQ, Past Activities Manager.

We are pleased to announce that the QCWA memorial Scholarship fund continues to grow each year and that we will be offering 15 scholarships in 2004. Thanks go to all for the continuing contribution by our chapters to this fund in memory of departed members. . Our Finance Committee reports that we made the right decision to hire a financial consultant in that for the first 6 months of 2003 all three of our major accounts (Main, Scholarship and Endowment) have shown net gains and this is notwithstanding the relatively soft market during that period.

Late Breaking News: Our General Manager, Jim Walsh, W7LVN, has informed me that he has recently suffered a serious health problem, and has asked to step down from his GM's position. We are now scrambling to find a suitable replacement for Jim - which you can imagine in no easy job. Jim has provided a very professional and dedicated service for us all for many years.

Finally, I would like to wish all members and their families a festive Holiday Season and very good wishes for the year 2004.



Howdy Partner! QCWA President Croft Taylor VE3CT at the convention in Dallas Texas.



Gen. Manager's Report

Jim Walsh, W7LVN

Progress at Headquarters continues at its ever-increasing pace. The mailing from the printer is going very well and the displays in the Journal are ever increasingly better. ALL in all, most everything is better than last time I wrote this column.

However, it is with some great regret that I must convey some vital information to you, our membership. Something has gone wrong with this old body and I am on oxygen 24 hours a day. It appears that not much can be done to modify this condition, so the oxygen will continue. With that in mind I called our President, Croft Taylor, VE3CT, and told him to announce to the BOD that it was time to find a new General Manager. This was announced at the recent Board meeting and I would presume they have started their search. It has been a great experience for both Jan and myself, and we truly regret having to leave the job. Thank you to all that have contributed to our efforts.

Jim, W7LVN

Correction: On the photograph (page 34 of the Fall 2003 Journal) Robert (Bob) Gildea was inadvertently assigned the wrong callsign. His callsign was and remains to be W1ZF1.

Memorial Scholarship Fund Donations

NAME	HONORING
Toshihiko Akimoto	
Chuck & Janet Walbridge	W4COW
Jerry Mulberg	W4ZC
Chapter 64	WB5HGL
Chapter 196	KY8Y
Chapter 39	
Chapter 100	WB4NXB
William G. Mills	WB4NXG
Chapter 128	W4PCO
Chapter 128	W3XQ
Chapter 10	K8KWG
Chapter 45	K4AXB
Chapter 202	WA5WAR
Chapters 148 & 163	W2RPZ
Leo Meyerson	
Robert E LeBlanc	
Peter Onnigian	
Orlan Q Cook	
Ralph Hasslinger	WA5WAR

D-Day Memorial Special Event Station

The operation of WW2DDM took place June 7, 2003 on the site of the Memorial in Bedford, VA. Operators were members of the Roanoke Valley, Franklin County, Lynchburg Amateur radio Clubs and the Old Dominion Chapter # 202 QCWA. Unfortunately it rained all day and many members got very wet putting up antennas. Due to the weather we moved into a BIG Army Mess Hall tent which has been set up at the Memorial.

A total of 507 contacts were made; 401 contacts were made from the site. The rigs were an FT-1000 on 20 Meters and an IC-756 on 40 Meters. Antennas included a 5-Band Hex, a bob tail Curtain and an inverted dipole.

Frank Gaver KE4HOA provided SSB contacts with WW2DDM on 50 MHz from his home in Henry, VA. He worked 40 stations in 26 Grids on 6 Meters SSB. Chapter 202 member Obie Price-O'Brien WA4DOX provided CW contacts with WW2DDM on 40 Meters. He worked 66 stations on 40 CW.

Despite the all-day rain the operation celebrating the Second Anniversary of the Dedication of the D-Day Memorial was again enjoyed by all who participated in putting WW2DDM on the air.

Stan Reas K4UK



Pictured above is the 5-Band Hex Beam which looks like an upside down umbrella without any fabric. It was used with the FT-1000 on 20 Meters. The "regular" umbrellas are attempting to shield the antenna installation crew from the rain.

QCWA Named Scholarships - \$1500 each

Ralph Hasslinger(W2CVF) Charter Member Scholarships

Alexander M. Golden, AG1S - Burke, VA

Donald & Phyllis Doughty Family Scholarship

Brian D. Myhre, KG4DMM - Montclair, VA

Jacobson-Kelleher Memorial Scholarship

Andrew F. Schaefer, KB2ZWZ - Binghamton, NY

QCWA Named Scholarships - \$1000 each

Robert Cresap(W9LRI) Memorial Scholarship

William S. Bailey, KF4VAU - Johnson City, TN

Leo Meyerson Family Living Scholarship

Matthew J. Dean, KE4UKY - Charlottesville, VA

QCWA Memorial Scholarships - \$1000 each

Sara K. Hanna, KE6MWX - Willits, CA

Matthew M. Henry, KE4VEM - Rotonda West, FL

Matthew G. Kersus, KC2GGA - Wall, NJ

Thomas R. Leach, KC2CIK - Tonawanda, NY

Jason M. Marshall, KB1CZE - Monticello, ME

Ross R. Mehaffey, KC0ABQ - North Bend, NE

Ryan J. Nerp, KC2EDH - Lake Katrine, NY

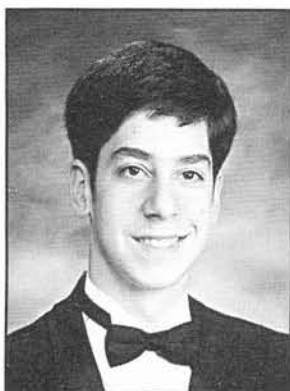
Daniel A. Nygren, KA3ZHT - Sweet Valley, PA

Nathan J. Ott, KF4JER - Inverness, FL

Amanda C. Rodski, KB3DTY - Philadelphia, PA

James A. Rusinko, KB3GWD - Pittsburgh, PA

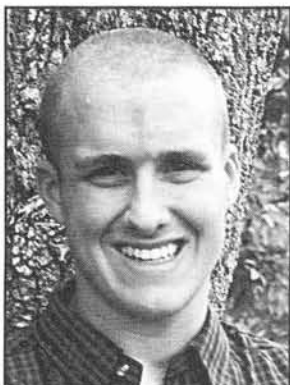
Scholars
2003



Ralph Hasslinger (W2CVF) Charter Member Scholarship

Alexander M. Golden, AG1S

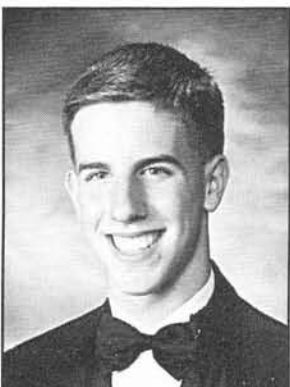
Alex has completed 2 years at the University of Virginia where he is majoring in Commerce and Information Technology. He holds an Extra Class license and is active on all bands. He is a member of the Woodbridge (VA) Wireless Club and a volunteer examiner. His QCWA sponsor was Denis Catalano, W4DC - #29480.



Max Jacobson-John Kelleher Family Scholarship

Andrew F. Schaefer, KB2ZWZ

His father W3SW influenced Andy's becoming a ham at the age of 12 starting as a Novice. He now holds an Advanced Class license and will be a sophomore studying Electrical Engineering at Cornell University. Besides having excellent academic credentials, he is an Eagle Scout who has earned 60 Merit Badges and 7 Eagle Palms. As a volunteer, he is involved in numerous community and church activities. His QCWA sponsor was Bill Thompson, W2MTA #18792.



Donald & Phyllis Doughty Family Scholarship

Brian D. Myhre, KG4DMM

Brian will be starting his second year in Electrical Engineering at MIT. He served as the president of his high school radio club and holds a Technician no-code license. He is an Eagle Scout and is involved in church activities. His QCWA sponsor was Denis Catalano, W4DC # 29480.



QCWA Leo Meyerson Family Living Scholarship

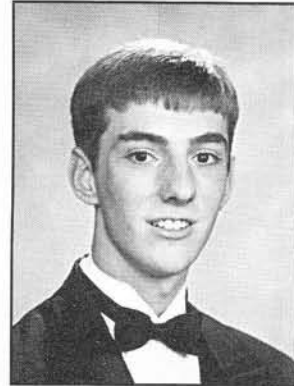
Matthew J. Dean, KE4UKY

Matthew plans to become a CPA and major in Accounting at the Piedmont Virginia Community College in Charlottesville. He holds an Extra Class license and comes from a family where his mother, father and two brothers are all licensed. Because of time constraints, his amateur radio operating activity has been limited to two meters. His QCWA sponsor Ernest V. Sari, W2EIU #23600.

QCWA Robert Cresap (W9LRI) Memorial Scholarship

William S. Bailey, KF4VAU

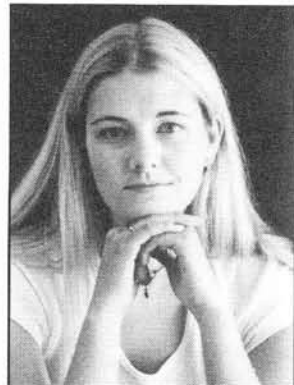
William holds a Technician License and is a pre-med student majoring in bio-chemistry at the University of Tennessee-Knoxville. He comes from an all ham family and holds a Technician Class license. His hope is to become a General Care Physician. Other interests include attending concerts and participating with the Civil Air Patrol. His QCWA sponsor was Benjamin Lowe, KSQF #16670.



QCWA General Scholarships

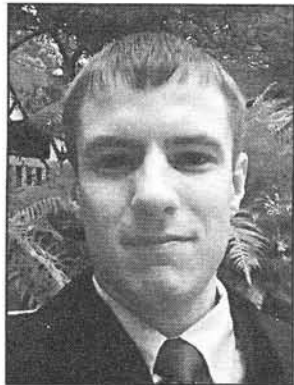
Sara K. Hanna, KE6MWX

Sara's mother and father are both licensed and she holds a Technician Class license. She plans to attend the University of California at San Diego and major in Environmental Systems. Her mother and father are both licensed and she holds a Technician Class license. When home, she participates in emergency nets and sometimes with her father in VHF Contests. She is a lifetime Girl Scout and a member of and spent a year with the women's Crew Team. Her QCWA sponsor was John D. Brand, K6WC #30773.



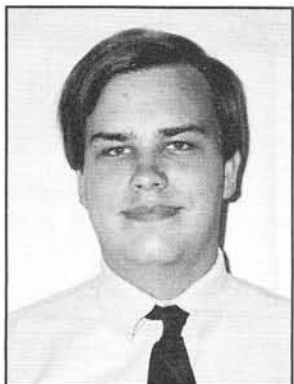
Matthew M. Henry, KE4VEM

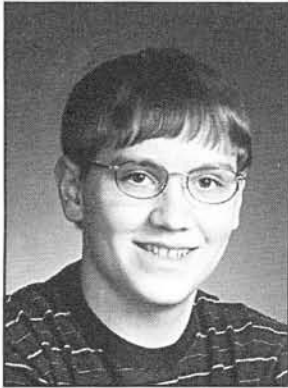
Matthew continues to study for his Law Degree at the University of Florida -Levin College of Law in Gainesville specializing in Intellectual Property Law. His goal is to combine his interests in law and electronics. He is active in several clubs and participates in their operating activities. His father and two brothers are all licensed. His QCWA sponsor was John Sproat, W4JS #14449



Matthew G. Kersus, KC2GGA

Matthew has completed his first year studying Biomedical Engineering at Boston University looking toward a career designing and developing advanced robotic prosthetics. He holds a General Class license and is an assistant Scoutmaster. He has been active in the Skywarn program and has helped his club with presentations to other scout groups. His QCWA sponsor was John Gagen, W2YR #22053.





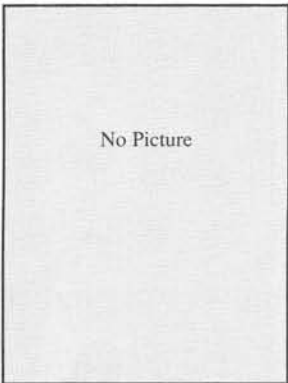
Thomas R. Leach, KC2CIK

Thomas will be starting his freshman year at the State University of New York/Buffalo where he plans to study Aerospace and Mechanical Engineering. He graduated third in his high school class of 179. His mother, father and sister are all licensed and as a member of the Radio Amateurs of Western New York, participates in their numerous activities. His QCWA sponsor was Arthur Kunst, W3WM #4595



Jason M. Marshall, KB1CZE

Jason, who was one of last year's winners, will be continuing in his junior year at Le Tourneau University where he is majoring in Aeronautical Science Electronic Systems. He holds a Technician Plus License and mostly enjoys 2 Meter FM operation. He hopes to specialize eventually in aircraft electronics. Besides his excellent grades, his application shows numerous school activities and awards. His QCWA sponsor was Peter Hurd, N1SS #13007.



Ross R. Mehaffey, KC0ABQ

Ross will be starting his freshman year at the University of Nebraska seeking a Bachelor of Animal Science degree and eventually become a Doctor of Veterinary Medicine. His mother and father are both licensed and he holds a Technician license. He enjoys operating on 2 meter FM and is a member of the Future Farmers of America. His QCWA sponsor was Jon Hoffman, WN0L #31575.

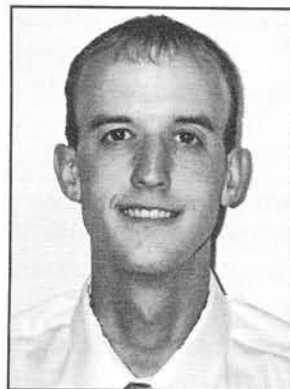


Ryan J. Nerp, KC2EDH

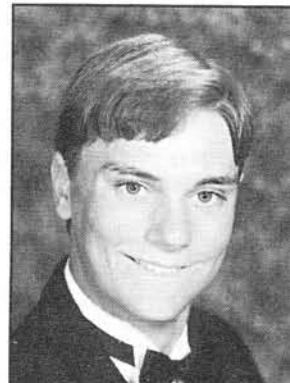
Ryan will be starting his freshman year at the State University of New York at Fredonia majoring in Music Education. He enjoys operating on two meters and the HF bands. Music has played a very important part in his life and he plays several instruments. He hopes eventually to teach instrumental music and conduct a band in a public school. His QCWA sponsor was Francis Sainsbury, N2FS #13682.

Daniel Nygren, KA3ZHT

Daniel will be starting his fourth year pursuing the Doctor of Pharmacy course at the University of Pittsburgh. Both his mother and father are licensed. He holds a Technician Plus license and is a member of the Murgas Amateur Radio Club. His QCWA sponsor was Michael Benish, K3SAE #25696.

**Nathan J. Ott, KF4JER**

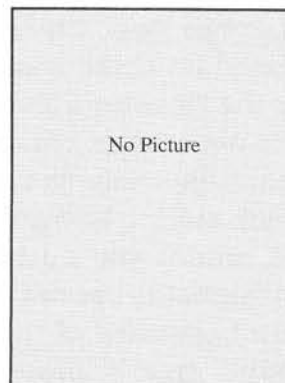
Nathan has twice been a winner of previous awards administered by FAR. He has completed two years of a six year program leading to a Doctor of Pharmacy at the University of Florida has been a previous winner of an FAR Scholarship. His mother, father and sister are all licensed. He will be in his senior year at the University of Alabama in Birmingham seeking a degree in sports management followed by graduate work for a Masters degree in Physical Therapy. He plays varsity football and finds time to be active on VHF. His QCWA sponsor was William Kelling, W4KI #28871.

**Amanda C. Rodski, KD3TY**

After graduating from Wilkes College, Amanda continued on to the Drexel University College of Medicine, with the desire to become a doctor. While at Wilkes she organized its radio club and enjoyed operating from it. Her QCWA sponsor was Michael Benish, K3SAE #25696.

**James A Rusinko, KB3GWD**

James will be in his senior year at Penn State University where he expects to earn his B. S. degree in Finance. He would like to use his money management skills to help others either as a debt counselor or a financial planner. He holds a General Class license and operates primarily on 2 and 10 meters. His QCWA sponsor was James A. Breakall, WA3FET #29905.





The Rules Say...



John B. Johnston, W3BE, 17701 Bowie Mill Road, Derwood, MD 20855-1608

Here are the answers to your questions about the FCC rules for the amateur service. Most of these rules are codified in Part 97. See the document Title 47 — Telecommunications - Code of Federal Regulations Parts 80 to End. The 2002 edition can be downloaded from http://www.access.gpo.gov/nara/cfr/waisidx_02/47cfr97_02.html. Questions, call signs and incidents mentioned in this column are for explanatory purposes only. A W3BE-O-GRAM is an opinion of the author

Q. Can each of our Chapter net control stations use our club station call sign?

A. Only the net control person, with the agreement of your Chapter's club station license trustee, can answer your question correctly. Section 97.119(a) says, in effect, that the call sign transmitted in the station identification announcement must be that assigned to the station.

W3BE-O-GRAM: *It is for the person having possession of the transmitting apparatus to first answer the fundamental question: "Under the authority of which station license am I going to allow this station to transmit?" That answer will determine which call sign must be used.*

Q. What are the choices?

A. The rules allow two choices.

Choice Number One: For the station identification announcement, the station transmits the call sign for the net control person's primary station license. With this option, under Section 97.103(a), the net control person is the station licensee, responsible for the proper operation of the station. That same person is also responsible for performing properly the duties of its control operator. Note that Section 97.103(b) says that the FCC will presume that the station licensee is also its control operator.

Choice Number Two: The station transmits in the station identification announcement the call sign for the Chapter's club station license. In effect, the net control person is making the station apparatus available temporarily to the Chapter's club station license trustee. In turn, the trustee, under the authority of Section 97.103(b), designates the net control person to be the control operator of the Chapter's club station. With this choice, under Section

97.103(a), the club station license trustee and the control operator are equally responsible for proper operation of the station.

W3BE-O-GRAM: *Our Vic Clark Chapter #91 uses Choice Number Two for our weekly net on a local repeater. A half-dozen members serve as the net control on a rotating schedule. The net begins with an explanation of the station identification arrangement. This procedure works very well. It serves to provide us with continuity week after week.*

Q. Can our Chapter's license trustee require our net controllers to always use our club station call sign?

A. There is no FCC rule that requires you to make your amateur station or its apparatus available to any other amateur operator. However, your Chapter could make Choice Number Two a condition of anyone serving as its net control.

Q. What exactly is a "repeater?"

A. Section 97.3(a)(39) says a repeater is an amateur station that simultaneously retransmits the transmission of another amateur station on a different channel or channels. It is a unique type of operation for which the rules authorize special privileges. This definition establishes the scope of our operations to which the special accommodations for our repeaters apply.

Q. What are the special accommodations for a repeater?

A. In Section 97.205, subparagraph (d) authorizes a repeater to be controlled automatically. Subparagraph (e) authorizes limiting the repeater to certain users. It also excuses from the remotely controlled station requirements in

Section 97.213 any ancillary functions available to users on the repeater's input channel. Subparagraph (g) excuses the control operator of a repeater from accountability for communications that the repeater retransmits inadvertently.

Q. What is an "ancillary" function?

A. The word *ancillary* usually designates something as subordinate, subsidiary, or supplementary. In the context of Section 97.205(e), it means certain functions not considered among those that must be available to the control operator only.

This provision makes it possible for a repeater to provide its users with the ability to store and retrieve messages, access an autopatch, link with another repeater, etc., without the need for the user to take on the responsibility of the repeater's control operator.

Any ancillary functions otherwise available only to the control operator, however, must be in compliance with Section 97.213, Telecommand of an amateur station.

Q. We know that we can't use a dead person's call sign, but should our repeater's licensee die, do we have to change the ID?

A. *You have already answered your own question, but you do raise a very practical matter. Every repeater group would be wise to have a contingency plan to keep the repeater in operation legitimately.*

W3BE-O-GRAM: Operating the repeater under a club station license would allow the repeater to keep on going while the license grant is being modified to show a different trustee. The sooner this can be done the better. Remember, the FCC no longer does such modifications for us unless it is a vanity call sign. It is now the responsibility of our Club Station Call Sign Administrators. See Section 97.21(a).

For a repeater operated under a primary station license grant, another ham could acquire physical control of the repeater apparatus. See Section 97.5(a). Repeater service could then continue under his or her primary station license grant. The repeater would, of course, have to perform the station identification procedure using the new provider's primary station call sign. See Section 97.119(a). While the necessary changes to an automatic ID device are being implemented, hopefully the new repeater provider can tack on to the old ID an announcement making it known clearly to the listener the true call

sign of the station license under which the repeater is being operated.

Q. What is "coordination?"

A. Section 97.3(a)(22), in effect, defines *coordination* as a process whereby a frequency coordinator recommends transmit/receive channels and associated operating and technical parameters to amateur stations in order to avoid or minimize potential interference.

Q. Must our repeater be coordinated?

A. No. The FCC rules do not require any amateur station to undergo a formal coordination process. If your repeater is in an area where repeaters are few and far between, our traditional informal coordination process of hear-and-be-heard may be sufficient to avoiding causing harmful interference.

W3BE-O-GRAM: *Our longstanding listen-before-transmitting protocol just doesn't work well enough for our repeater state-of-the-art. There are so many repeaters in some areas that a formal coordination procedure is a practical way to make certain that a repeater can be operated without causing harmful interference to another repeater.*

Q. What is "harmful" interference?

A. Section 97.3(a)(23) says that *harmful interference* is any interference that endangers the functioning of a radio navigation service or other safety services or seriously degrades, obstructs or repeatedly interrupts a radio communication service operating in accordance with the international Radio Regulations.

Q. Is all interference harmful?

A. No. Assuming that you have dismissed from your question the issue of static and such that comes to us from nature, the key phrase in Section 97.3(a)(23) is "seriously degrades, obstructs or repeatedly interrupts" in order to reach the level of harmful interference to an amateur station.

W3BE-O-GRAM: *Just because you receive some annoying tones or voices doesn't always mean that you station is experiencing harmful interference. Sporadic interference between amateur stations is a way of life on our bands. It is a small price to pay for the unfettered liberties we enjoy thereon.*

In the context of this discussion, two repeaters battling it out on the air for days on end such that they are both unusable could qualify as harmful interference.

Q. Don't the rules say that no frequency will be assigned for the exclusive use of any station?

A. Yes. Section 97.101(b) says that exactly. Note that Section 97.101(b) also says that each station licensee and each control operator must cooperate in selecting transmitting channels and in making the most effective use of our spectrum.

W3BE-O-GRAM: *Hams have an outstanding record of doing that exceptionally well. The ability to select our station's transmitting channel and emission mode is the fundamental privilege that makes the amateur service so interesting. It is the very reason that our amateur service community is composed of highly capable persons intrigued by radio technology. It allows us to enjoy an astonishing network of repeaters worldwide. As with most privileges of real value, however, it carries with it a critical responsibility. We are expected to share our spectrum wisely.*

Q. Why should we have our repeater coordinated?

A. The most compelling reason for your repeater to be coordinated is given in Section 97.205(c): "Where the transmissions of a repeater cause harmful interference to another repeater, the two station licensees are equally and fully responsible for resolving the interference unless the operation of one station is recommended by a frequency coordinator and the operation of the other station is not. In that case, the licensee of the non-coordinated repeater has primary responsibility to resolve the interference."

W3BE-O-GRAM: *Coordination is an excellent method for your repeater to comply with the spectrum-sharing requirement in Section 97.101(b). Additionally, when your repeater's operation is coordinated, your station licensee has a strong argument that good amateur practice is being followed, as required by Section 97.101(a).*

Q. Who is our coordinator?

A. There are listings of our coordinators with links to their websites on the Internet. Using a search engine, I ran across one at <http://www.sharkk.com/coorlink.htm>. It listed over 30 coordinators in the U.S. and Canada.

Q. Our repeater is coordinated, but it receives interference from another repeater. The other repeater is also coordinated and its station licensee complains that it receives interference

from our repeater. It is really annoying to the users. Who is responsible for resolving this matter?

A. During any period when one repeater is interfering with another repeater, the control operator of the repeater causing the interference may be in violation of Section 97.101(d). This rule says that no amateur operator shall willfully or maliciously interfere with or cause interference to any radio communication or signal.

W3BE-O-GRAM: *When each repeater causes interference to the other, the licensee of each station is responsible for resolving any interference caused by that station. Both of them should work together to arrive at a satisfactory solution. They might ask their coordinator to revisit its recommendations. The answer may be to make modifications in the operating and technical parameters for either or both stations. For instance, a workable solution may require adjusting antenna coverage, lowering radiated power levels, implementing receiver tone control squelch, moving one or both stations to a different channel or time-sharing use of the channel.*

Q. Many years after our repeater was in operation, the frequency coordinator gave our channel to another station. What is the FCC going to do about that?

A. You can expect that if your repeater remains in operation on the channel and causes interference to the other repeater, the FCC may issue to your repeater station licensee FCC Form 793, Official Notice of Violation, for causing harmful interference to radio communications contrary to Section 97.101(d).

W3BE-O-GRAM: *For the good of the amateur service, please don't ask the FCC to overrule your area frequency coordinator! If it were to do so — and let's hope that it never comes to that — it could mean that the FCC has lost confidence in our ability to coordinate our repeaters.*

Q. Why didn't we receive credit for being on the channel first?

A. You'll have to ask your frequency coordinator to answer that question.

W3BE-O-GRAM: *Maybe your frequency coordinator did take your prior use claim into consider-*

ation. Apparently, it has decided that your claim to the channel is outweighed by the need for a more effective arrangement of repeaters in your area.

Just because your repeater fit nicely into the overall spectrum landscape at some point in the past doesn't necessarily mean that it is still does so today or that it will continue to do so at some point in the future.

Fortunately, the problem of transceiver agility is behind us, so we can follow your repeater to its new channel. (For those of you who were not around in the '70s when repeaters were the latest rage, we had to install in our transceiver two crystals for each channel we wanted to use. Even a partial set could cost more than the rig.)

Q. There is no frequency coordinator in our area. If another repeater causes interference to our repeater, which station licensee must resolve the interference?

A. Because your repeater is uncoordinated, its station licensee has primary responsibility to resolve the interference when the other station is coordinated. If the other repeater is also uncoordinated, both station licensees are responsible for resolving the interference.

Q. Does the FCC select our coordinators?

A. No it does not. The FCC does not select the frequency coordinators in the amateur service.

Q. Does the FCC specify how we must go about selecting our frequency coordinator?

A. No, it does not. The FCC does not specify how our frequency coordinators are selected.

Q. The coordinator in an adjoining state has announced that it will be taking over the coordination in our area. Does the area the coordinator decides to serve determine our coordinator or do the licensees in our area decide it?

A. The eligible licensees in your area must decide. Section 97.3(a)(22) says, in effect, your frequency coordinator is an entity recognized in your local or regional area by those amateur operators eligible to be auxiliary or repeater stations.

W3BE-O-GRAM: *This is a wonderful show of confidence in the FCC rules of our ability to operate our extensive system of repeaters effec-*

tively.

Q. Who are the amateur operators in my area whose stations are eligible to be repeaters?

A. A station licensed to a Technician, General, Advanced or Amateur Extra Class operator is authorized by Section 97.205(a) to be a repeater station. Further, these persons are authorized to be the control operator of a repeater, subject to the privileges of the class of operator license held.

Q. Where in the rules are the technical parameters our coordinator must use to arrive at its recommendations?

A. The FCC does not regulate our coordinators (Is there an echo in here?); hence, there are no requirements in the rules specifying the technical parameters or other considerations that our frequency coordinators must observe in arriving at its recommendations. Moreover, there is no regulation prohibiting your coordinator from revising its review process as it sees fit.

Q. Our frequency coordinator is not doing its work the way we want it to. How can we make it more responsive to our needs?

A. Making your frequency coordinator be more responsive to your needs is something that must be done by the amateur operators in your area whose stations are eligible to be repeaters.

W3BE-O-GRAM: *One way, of course, is for us to switch our support to an entity that performs the work more to our liking. We have a variety of ways open to us for doing this. We could, for instance, hold an election or conduct a lottery.*

Q. How was the frequency coordinator for our area selected?

A. You will have to learn the answer to that question from your coordinator.

W3BE-O-GRAM: *You played a part in the selection process although your role was, most likely, a passive one. The work of the frequency coordinator is one of the many volunteer activities carried out in the amateur service community. It is often very difficult, thankless work.*

In many areas, it is sometimes seemingly impossible to arrive at an arrangement whereby another repeater can fit into the overall landscape

within the bounds of the FM technology most of our repeaters employ. Fortunately, we have in our ranks, highly capable people who are dedicated to meeting the challenges of coordination.

Far too many of us take our coordinators for granted. For the good of the amateur service, please support them in every way that you can.

HEATH SUPER PARASOL N1926

Practically all of us remember fondly those wonderful Heathkits of yesteryear. They brought us affordable ham apparatus, servicing equipment, entertainment devices and an appreciation for hands-on assembly and point-to-point wiring. Most of us, however, have never seen even seen a Heath airplane (photo). So, it was a thrill to run across a rare 1928 Heath Super Parasol suspended from the ceiling at the Virginia Aviation Museum located at the Richmond International Airport vam.smv.org.



According to the information board, the designer was Edward Heath. It was an "easy to own and fly" airplane of the 1920s and 1930s. Available from the Chicago factory for \$975, it was also available in kit form for \$199, less the engine. Powered by a 4-cylinder Heath-Henderson modified motorcycle engine burning 2.4 gallons per hour and flying at 70 mph, it had a range of 215 miles.

RULE MAKING

Here is a listing of some of the rule making proceedings in work that could affect the amateur service. You can use the FCC's Electronic Comment Filing System to research, retrieve, view and print any document in the system. Where the comment period is still open, you may also file your comments: OET

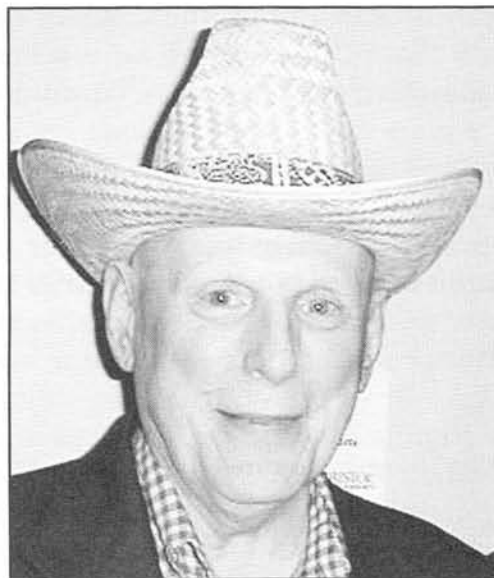
Docket No. 02-98 LF and HF bands; RM-10313 Auxiliary operation; RM-10352 160 meters; RM-10353 Vanity call sign system; RM-10354 Control operator privileges; RM-10355 Permissible communications; RM-10412 Field repair; RM-10413 Operator classes; RM-10492 Permissible communications; RM-10521 70 cm communications; ET Docket 03-104 Broadband over Power Lines; RM-10781 CW; RM-10782 CW; RM-10783 CW; RM-10784 CW; RM-10785 CW; RM-10786 CW; RM-10787 CW.

W3BE-O-GRAM: *Now is the time for you to become familiar with these issues in preparation for responding to a possible call for comments from the FCC. Discuss them with your ham friends and form your own opinions.*

APPRECIATION

Thanks to everyone who submitted questions and comments for this column. Our QCWA JOURNAL TRS Superhams-of-the-Month are all of our Chapter officers. You are the backbone of the QCWA. Thank you for making our organization possible and for helping make amateur radio the greatest hobby in the world.

Send your questions by e-mail to john@johnston.net.



And I'm packin' heat too! QCWA Vice President John Johnston W3BE at the Dallas Convention.

ULS License Manager - A New Era in ULS Online Filing

The FCC announced some forthcoming improvements in its Universal Licensing System. They asked us to run the attached article at the VEC Conference last summer

The Wireless Telecommunications Bureau (WTB) planned to release a major redesign of Online Filing for the Universal Licensing System. A new filing environment, called the ULS License Manager, will put the control of the filing experience into the hands of ULS customers. License Manager improves dramatically on the current ULS design by relying on current, more robust Internet technology.

WTB analyzed the best industry practices to develop the new software, ensuring that it is compatible with most Web browsers and computer operating systems. License Manager streamlines the submission of Amateur applications, provides increased accessibility for the disabled, and employs a new look and feel that makes completing ULS applications simpler and easier. The new interface has been designed with the needs of ULS customers in mind—it is based on the feedback we have received from you in focus groups, letters, calls, and e-mails. License Manager is nearing completion. Watch the ULS homepage for a public notice announcing its release.

Please Note:

The advent of the ULS License Manager will improve the user interface and application process of ULS Online Filing. However, there have been no changes made to the data you are required to submit, the requirement to use a Volunteer Exam Coordinator (VEC) for certain applications, or any other requirement of FCC rules.

Your License at a Glance

The License Manager is more than just an online application form; it is your personal homepage within ULS! Simply click the Online Filing button from ULS home on the World Wide Web (<http://wireless.fcc.gov/uls>).

Then, login with your FRN and password for instant access to your new "License at a Glance" page within License Manager. (Customers with multiple licenses may choose from a list of call signs upon login and access a License at a Glance Screen for each of their licenses.) License at a Glance displays information about your license clearly in the center of the page, including call sign, radio service, licensee name and address, and expiration date. If your license is eligible for renewal, License Manager displays a message notifying you that you are within the renewal period and provides a convenient link to guide you through the renewal process.

License at a Glance also provides you with processing tools to work on your license grant. You can update your licensee name and mailing address, renew your license, request a duplicate license, cancel your license, or request a vanity or systematic call sign. There is also a link to view your license applications.

The License Manager Wizard

When you choose a link on your *License at a Glance* screen to file a ULS application, you will be led through a new series of simplified application steps, which use an automated "wizard." The wizard will ask you a series of questions, making determinations about the next logical question in the series based on your responses.

As you provide data, the wizard completes the online Form 605 and appropriate schedules for you seamlessly in the background, validating your information for errors and saving it automatically. When you are near completion of an application, the wizard presents you with a convenient summary page. From here you may return, evaluate, and change any of the information you supplied in completing the application. Filing with ULS has never been easier!

And the wizard streamlines ULS filing! For example, in the past, to update your licensee information when requesting a license renewal required you to complete two separate applications in ULS, a renewal and an administrative update. ULS License Manager allows you to update your licensee information at anytime, regardless of the type of application. So, you can submit a renewal and a change of address or contact name in one step. It saves you time and energy!

The WTB hopes that the ULS License Manager will enhance your ability to file wireless license applications. Please feel free to provide feedback on the system to help us in our effort to continually improve ULS.

Please Note:

With License Manager, you will be required to login with your FCC Registration Number (FRN) and CORES password. You will no longer be able to login in to the system with your taxpayer identification number (TIN).

New ULS License Manager Features

- Increased Compatibility with most browsers and operating systems
- Improved accessibility for disabled users.
- Streamlined Filing of Wireless License Applications
- Improved Visual Design to improve access to Online Filing Activities
- Ability to Easily Update Licensee Information
- Improved Speed and Performance



Chapter Reports are a very important part of the Journal and we would like to see regular reports from all chapters. If your chapter is not represented on these pages, please ask your secretary to file a special report for the Journal. Please send the reports to Editor, Gerry Wentz, to arrive no later than the following dates: July 1, October 1, January 1, and April 1.

Chapter 1, Cleveland

Our July 12 meeting featured a presentation on the Elecraft K2 transceiver by guest speaker Jack Hubbard, N18N. Members got a good look inside the K2 built by Jack and heard a complete description of the popular kit's construction and features. The meeting was held at Dimitri's restaurant on Cleveland's near west side.

Volunteers of Chapter 1 have been actively installing and operating a newly updated Amateur Radio station, W8LYD, at the Louis Stokes Cleveland Veterans Affairs Medical Center. The core group includes WA8TPP, W8WGO, K8OCK, N8MZJ, N8TCN and N8ZT. The station is open Mondays and Thursdays from 9:00 a.m. to 2:00 p.m. and is located in the University Circle area at 10701 East Blvd. The goal is to have the station open five days a week and ready for communication emergencies and regular VA net participation.



Volunteers from Chapter 1 Cleveland at the VA hospital ham station.

Chapter 1 was present at the Cleveland Hamfest Sept. 28 with a new exhibit and information flyers on QCWA.

The newest member of Chapter 1 is Anthony Coppola WA8FTW, QCWA #23245. Welcome!

It is with sadness that we record the passing of these Chapter 1 members: Paul M. Cornell W8EFW QCWA #3315, 4/12/03; Steven A. Martinovich W8NZD #23116 6/29/03; Clement "Joe" Prechtel W8DRR, #31121, 7/2/03; and Joseph M. Skraba W8ZSD, 7/6/03.
D.E. "Dee" Logan W1HEO

Chapter 2, Chicago Area

The meeting was held on Sunday July 6, 2003, and is our Annual Meeting for the year. It consists of a short business meeting followed by a brunch and finally entertainment. President Jim Quinn K9JQ at 12:10 PM at the Wilmette Country Club, called the business portion of the meeting to order.

In attendance were 19 guests and 11 members. Jim Quinn welcomed the members, their guests and the non-members and gave a very short rundown on the QCWA to the guests.

Jim made an announcement that member Al Mazure W9LOB, will be getting a 70 year award.

Then he turned the floor over to secretary Gil Kowols W9BUB. Gil proceeded to hand out the Certificate for continuous amateur radio licensing, which are issued by Headquarters. Al Mazure W9LOB, was handed his 70-year award. Gil also announce that there were other awards but the members were not in attendance. Paul Crum W9LC, also is awarded a 70-year certificate. James Effa W9FXA, receives a 55-year certificate. Howard Francis W9NHM, also receives 70-year certificate. Also Virgil Cornett W4TYO, receives his 50-year certificate. The members not at the meeting will be mailed their certificates.



Gil, W9BUB; Al Mazure, W9LOB; and Jim Quinn, K9JQ as Al gets his 70 year certificate.

Jim reported that we have enough money in the treasury, so we can pay the bill and no one will have to wash dishes.

Jim also reminded everyone that we have a new 60-meter band at 5+ MHz.

Gil was asked to give a few words about the Echolink connection on the CFAR repeater.

Jim then introduced Edizon Dayao and his magical keyboard as well as his wife. Edizon played background music while everyone ate.

Everyone proceeded to the buffet. The buffet was only open for another 2 hours. The buffet was outstanding. No one could come up with anything that was missing. Anything you could want for breakfast or lunch or brunch was there. A chef was there for custom eggs or slices of beef and ham. There were 2 varieties of salmon along with Eggs Benedict. Every imaginable sweet was on the sweet table as well as an ice cream treat with 3 different types of sauce. Naturally everyone overdid it. After the meal, Edizon got into his program. He is unmatched in keyboard artistry. His keyboard can sound like any band instrument. He plays everything from classical to rock. He plays everything from memory. A few flips of his fingers over the programming keyboard and he switches from a full band to a solo trombone or flute. Words fail me in trying to describe the effect. Edizon smoothly slides from one mood to another.

Edizon's wife also sang a few songs with an outstanding voice. She can massage a song like it was a personal thing.

After the program, everyone went forward to observe the keyboard, how it operated, and peppered Edizon with questions about his playing and the keyboard. Members just couldn't get enough of that sound.

Congratulations to the Lee Knirko W9MOL for coming up with this pair. It's going to be tough to top this entertainment.

Gil Kowols W9BUB - Secretary

Chapter 5, Delaware Valley

Chapter 5 held the fall meeting on September 20, 2003 at the Town & Country Restaurant in Bordentown, NJ. Chairman Sid Deitz W2FDE opened the meeting and he welcomed everyone to the meeting and had each one introduce themselves. The secretary gave the minutes and also announced that the Chapter had lost two members who had become silent keys. They were Charles Anderson W2RYB, and David Marden KE2AG. Both had joined the Chapter within the last two years.

The guest speaker for the meeting was Kay Craigie N3KN, 2nd Vice President of ARRL. Chapter 5 is fortunate in having Kay live not too far away and she has been a guest of the Chapter before when she was serving as Vice Director. Kay's main topic was the BBPL, Broad Band Power Line problem. This method is being tried in a few areas and threatens to be a real problem, if it is approved by the FCC, to not only amateur radio operators, but a number of other services that use the HF frequencies up to 80 MHz. Kay spoke about the results of a test investigation that ARRL had conducted in one

of the areas where the BBPL is being tried and it verified that the interference was very bad. The results were being verified by an independent organization. Kay's talk certainly made all those at the meeting aware of this problem. There were 28 present.



Left to right: Vice-Chairman Charles Davison K2DOV, Kay Craigie N3KN - 2nd Vice-President of ARRL, and Chairman Sid Deitz W2FDE.

Don Field W2UAE - Secretary

Chapter 6, Pittsburgh

Our August meeting was held on Saturday 2, 2003 at HOSS'S Steak and Sea House in Pleasant Hills on Route 51.

Five young ladies and 14 members attended the fine meeting. Two of our National Directors were present Ed Yoder W3YMB, club treasurer, and Arthur Kunst W3WM.

We were pleased to honor Bill Guthrie W3LDB who was licensed in 1933. The certificate for Bill for 70 years was presented to him by club Secretary Ernie Baur W3UHP.

George Kitazawa NS30 an old time member spoke to us on his experiences in WWII. After Pearl Harbor our government really



Left to right: Bill Guthrie W3LDB and Ernie Baur W3UHP Secretary.

Chapter Reports

panicked and even though George was a US citizen and because he was Japanese, he and his family were detained at a Relocation Camp in Manzanar, Ca. George called the camp a concentration camp, and they were detained there until the war ended. Members asked many questions before the meeting was adjourned.

Ernest Baur - Secretary



Left to right: George Kitazawa NS3O and Ernie Baur Secretary.



Left to right: Ed Yoder Director W3YMB, George Kitazawa NS3O, Ernie Baur Secretary and Art Kunst Director W3WM.

Chapter 10, Michigan

With Memorial Day, Independence Day, and Labor Day now behind us, chapter 10 members can look back on a very eventful filled summer. We are happy to report the addition of nine new members to our chapter membership roster. Those new members are: Larry Trumble-K8QER from East Jordan, MI., Robert Dietrich-W8RDD from Owosso, MI., Dick Henry-WD9DCN from Red Key, IN., Doug Almquist-WB8VOF from Wellston, MI., John Talboys N80R from Boyne City, MI., Grant Pearce-W8GEP from Wyoming, MI., Donald Vansickle-K8GOU from Gowen, MI., Robert Wittla-W8KP from Bruce Crossing, MI., and Bill Boberly-KS8P from

Grandville, MI. to all of these new members, we extend our heartiest welcome to all of you and look forward to many years of good fellowship as we carry out the traditions of QCWA

It is with deepest regret that we must report the following silent keys, which occurred recently, they are as follows: Donald A. McMillan-K8KWG, age 82 years, from Traverse City, Michigan, passed away on June 12, 2003 at the home of his daughter in Northville, MI. Don was first licensed in 1958 and had been a member of QCWA since 1984. A donation has been made to the QCWA memorial scholarship fund in Don's memory.

Newman Church-WB8VRL, age 83, of Morrice, MI passed away on July 24, 2003 at Owosso, MI. Although Newman was not a member of QCWA, he was very well known to hundreds of Michigan amateurs for his participation as a net control for the "Buzzard Roost Net". Many of our chapter members knew him well and he will be missed amongst our amateur ranks.

We were also saddened to learn that "Marty", the daughter of QCWA member, Don Christensen-W8WOJ from Midland, MI., passed away on August 13, 2003.

To these families, we extend our deepest sympathies in their time of grief.

We had two QCWA awards presented during this summer. Those awards were as follows: the QCWA Century Club award was presented to Donald A. McMillan-K8KWG, (now s.k.), from Traverse City, MI.

The Chapter 10 "Meritorious Service Award" for 2003 was presented to Currin Skutt-W8FSZ from Sheridan, MI. Currin was a unanimous selection to receive this most prestigious award in recognition of his many years of service to our chapter while serving in the capacity of secretary/treasurer, net controller, and for his all around participation

In all of our chapter activities, we extend our congratulations to both Currin and his lovely wife, Eleanor, who was instrumental in assisting Currin in all of his QCWA activities. Thanks to both of you, for all that you have done for our chapter!

Sunny skies and 80 degree weather greeted 25 chapter members and guests for our annual summer picnic,



"Polly" - WBFLA chats with longtime friend Myriam - KBILN, - annual picnic.

which was held at the Kenwood park in Cadillac, MI. following a short business meeting, everyone enjoyed a wonderful selection of food and desserts, especially noteworthy was the great blueberry buckle and blueberry pies, which was brought by Myriam-K8ILN. Fol-



Al - W8CHT listens to "words of wisdom" from Polly-W8FLA at picnic.



Summer Picnic - 2003. Back row: Al Travis-W8CHT, Veronica Travis, John Talboys-N8OR, Ed Ireland -W8HZF, Mike Hall-WB8ICN, Norma Ireland, Marybeth Hall, Lowell Corbin -W8IQB, Robin Corbin - NI9R, Marlene Pearce, Jim Bishop-W8JFB and Peter Hansen - W8TWA. Front row: Naomi Polityka. Alex Polityka -W8FLA, Grant Pearce - W8GEP, Myriam Gregg K8ILN, Stella Bishop and Leo Woodard-WD8DCA.

lowing our dinner the rest of the afternoon was spent exchanging memories of days gone by and viewing the new chapter history book with all of its many pictures and documents that dated back to the inception of the chapter in 1959. Following a picture taking session, we adjourned and everyone had a safe trip home.

Those in attendance were: Al Travis-W8CHT and his xyl Veronica, Doug Almquist-WB8VOF and his xyl Mary Ann-KC8WKN, Mike Hall-WB8ICN and his xyl Marybeth, Jim Bishop-W8JFB and his xyl Stella, Miriam Gregg-K8ILN, Ed Ireland-W8HZF and his xyl Norma, Peter Hansen-W8TWA and his xyl Linda, Lowell Corbin-W8IQB and his xyl Robin-NI9R, John Talboys-N8OR and his xyl Jean, Alex Polityka-W8FLA (91 years young) and

his xyl Naomi, Grant Pearce-W8GEP and his xyl Marlene, Leo Woodard-WD9DCA and his xyl Leanne.

Chapter 10 would like to extend a special invitation to all Michigan QCWA members who do not belong to a home chapter and are listed as "at large", to join our chapter by way of a transfer. We do not charge any annual dues and our treasury is supplemented by voluntary contributions and "passing the hat" whenever our resources get low. This method has worked out very well and has never created a hardship on any of the membership. We invite you all to join us on our regular net, which meets every Sunday morning with a pre-net starting around 7:30 a.m. local time, and the regular net beginning at 8:00 a.m. local time on 3.903 MHz. you are always welcome in chapter 10 and we pride ourselves on being a family oriented organization and have lots of fun and good fellowship in all of our activities. If you would like to join our chapter, please get in touch with Jim Bishop-W8JFB, secretary/treasurer, at email address: sloiim@lighthouse.net, telephone: (906) 643-7103, or via "snail mail" at: 332 Pte. Labarbe Road, Saint Ignace, Michigan, 49781. All paperwork will be handled for you with the QCWA headquarters; all we will need is your written authorization to make the transfer to our chapter.



Currin Skutt-W8FSZ and his wife Eleanor receive Chapter 10, 2003 "Meritorious Service Award".

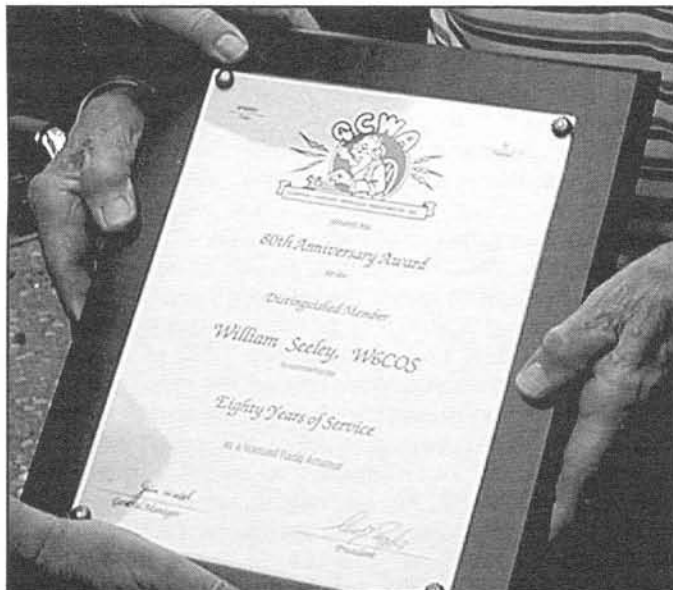
Our next regularly scheduled activity will be held in early may of 2004, which will be our annual business meeting, which is held in Cadillac, MI., in conjunction with the Cadillac swap and shop. The specific dates, times and locations will be announced on our regular net beginning in early 2004.

The chapter secretary would like to take this opportunity to thank the QCWA headquarters staff, especially Jim Walsh, general manager, for all their excellent assistance in handling our chapter business over the past few months, thanks to all of you for an outstanding job!

Jim Bishop W8JFB - Secretary/Treasurer

Chapter Reports

Chapter 11, Northern California



Take a look at the 80th Anniversary Award. You won't see too many of these.



Brad Wyatt K6WR (l) presents William Seeley W6COS the 80th Anniversary Award.

Chapter 18, Findlay

The Findlay (Ohio) Area QCWA Chapter met on July 26th and on September 6th for their regular meetings.

On July 26th, members discussed the upcoming Findlay Hamfest (Sept. 7) and the ARRL Great Lakes Convention, to be held in Findlay on September 6th. Members decided to meet for breakfast on the 6th since there would be several former area amateurs in town for the convention and the hamfest.

Fifteen met for breakfast on September 6th. Guests included Earl Wyatt - W5UUN (formerly W8UZZ), Larry Foster - K8BBQ and Ken Klotz - WA8IJK.

Rich Flowers, AA8IV, and Chapter Secretary Bill Kelsey, N8ET, assisted with the local hosting of the ARRL

Great Lakes Division Convention, held in Findlay on Saturday September 6, 2003 at the Findlay Inn & Conference Center.



Left to right: Duke Curry W8AFR, Loren Williams W8KIL, Rich Flowers AA8IV, Dick Corbin W8IYC, Earl Wyatt W5UUN, George Flinchbaugh WA8UDX and Don Elsea KC8HC.



Far side of table left to right: Ron Griffin N8AEH, Jimmy Sorrells WA9ABB, and Ken Klotz WA8IJK. Near side of table left to right: Dick Davies K8IVP, Larry Foster K8BBQ, and Dick Corbin W8IYC. (Photos by J. Edel WN8HHJ)

Several members assisted with the W8FT Findlay Hamfest. The chapter will meet again in November. Those interested in membership and meeting information should contact Jay Edel WN8HHJ or Bill Kelsey N8ET.

Jay E. Edel WN8HHJ - President

Chapter 21, Canton

The regular quarterly meeting of QCWA, Chapter 21, Canton, Ohio, was held on August 16, 2003, at Anthe's Restaurant, Akron, Ohio. There were 19 members and guests present.

Following the luncheon, the members and guests were invited to a relaxing afternoon at the lake front home of Mel (W8MV) and Martha Vye. There Mel gave us a guided tour by house boat of the Portage Lakes

reservoirs. After the excursion, Martha treated us to refreshments. Mel, also, gave us a CW lesson with his portable transceiver and antenna.

Mel W8MV is our resident DX-peditioner. He has created pile-ups in several places around the world in recent years.

We wish to note the passing of our good friend and neighbor, William G. "Bill" Hessler W8DXT, who became a Silent Key on July 24, 2003. He was QCWA #12492 and was the longtime secretary of Chapter 39, Akron, Ohio. He was first licensed in 1946. He was a veteran of the Korean War. Bill graduated from Purdue University and obtained his master's degree from Northwestern University. He retired in 1987 from Goodyear Tire and Rubber Corporation after 26 years of service. Burial was in Arlington National Cemetery. Our condolences to his family and to Chapter 39.

David Glass W8UKQ - Secretary

Chapter 30, WV

On September 20, 2003 a group of QCWA members from around the state gathered at Larry's Steakhouse Flatwoods, WV to reactivate the chapter after several years of no activity. Lunch at noon was Dutch treat followed by a short business meeting. As a way to introduce ourselves to each other, everyone described the first rigs they used when they got on the air. Everything from homebrewed breadboard rigs to commercial transmitters and receivers were described. Those in attendance made the following business decisions:

The Constitution and Bylaws used in the past by the chapter are to be used without changes at this time.

The following officers were chosen: Art Ellis, W8PBO President; Arnold Sayer, W8WVM, Vice President; David Mays, W8UI, Secretary/Treasurer

A spring and fall meeting with a noon luncheon will be scheduled for the chapter. Gatherings will also be encouraged and held at as many of the state hamfests as possible through out the year.

The chapter will attempt to hold a net on the first Sunday of each month at 3 PM on 3865 kHz.

Dues of \$5/member were collected to defray postage and miscellaneous expenses.

The next meeting was scheduled for at noon on May 1, 2004. We will gather at Western Sizzlin Steakhouse, Exit 99 off I-79 at Weston, WV. Bring a new member or two.

The program for the next meeting will be a film produced by the Westinghouse Corporation. In it they describe their development of this new finagled thing called a vacuum tube. Is it possible to replace the crystal receiver with this new thing? Also, Arnold Sayer will have a display of his reproduction of a spark gap transmitter and describe how it was used.

Those in attendance:

James McEwuen, W8GUL and xyl Alice Alan Carpenter, W8OP and his son Chris, K8RUN Bob Robinson,

KU8C Carroll Ayres K8BXW Jack Davis, KA8WNO Art Ellis, W8PBO David Mays, W8UI Bob West, WA8YCD Mary Jane Norna, WA8WCK Arnold Sayer, W8WVM and xyl Doris

This newsletter is being sent out as an attachment to an e-mail for those for whom I have an address and via snail mail to others.

David Mays W8UI

Chapter 31, Reading PA

Accompanying photo made by Chapter President Jim Nicholas WA3FYR during the Chapter's annual August picnic; this year at the at the Exeter Township Community Park near Reading. Approximately 40 members and guests attended the catered event.



Chapter 31 members having more than 50-years licensed amateur radio service. Seated l to r: Woody Sbei W3TTW, Elmer Frantz W3FQS - Secretary, Al Brailer W3UQC and Lou McCann W3YYL. Standing l to r: Harry Hoffman W3VBY, Bob Wagner W3GII, Duane Redline W3UQH, Howard Trout W3IGW, Don Yeich W3DMM, Art Becker W3JZN - Treasurer and Nick Oland W3DSE.

Included was a program of 2-meter "Fox Hunt" competitions administered by Treasurer Art Becker W3JZN and was replete with prizes. The Chapter's order for perfect picnic weather was once again fulfilled.

Planning for the Chapter's second annual special event, a pre-Xmas luncheon at a local restaurant, is making progress. It provides an informal holiday atmosphere, as background for members, spouses and guests to interact that is normally limited at our more formalized monthly breakfast meetings.

Chapter business and social meetings are held monthly on the first Wed. of each month. Current venue is Arners Family Restaurant, 1714 State Hill Rd. near the Berkshire Mall, Wyomissing. A private banquet room is used for the 9:00AM convening meeting with accompanying breakfast ordered off the menu, served and individual checks received. Other QCWA members and prospective members are always welcome to join us.

Elmer Franz W3FQS - Secretary

Chapter Reports

Chapter 41, Dallas



Dallas Chapter 41 members, largely jet-setters, often enjoy morning coffee and french pastries at the tony arch d triumph du Tom Thumb when not globe-trotting. Pictured planning a ski trip to Innsbrook are alpine peregrinators: (clockwise) John King K5CDV, Wayne Wyatt N5BV, Bill Thoman W5JBD, Mont O'Leary K2YCN, Barney Moffatt W5CJZ and Bob Olney N5NT.

Chapter 45, Citrus

With deep regret that we report that Charles Allen K4AXB, became a Silent Key on the 28th of July 2003. Charlie obtained his first amateur radio license in March of 1926. In the thirties he worked as an engineer at radio station WASH-WOOD in Grand Rapids Michigan. A member of the Naval Reserve he was called to active duty in 1941 and was stationed in the code room in the Navy Department the day the message from Pearl Harbor was received. During his twenty-two years of service he was stationed at the Naval Research Lab., Long Beach, CA., Fort Monmouth, NJ and Norfolk, VA retiring with the rank of Captain. His various assignments can be traced by his previous Amateur Radio call signs; 9DSR, W8COQ, WICUQ, W6ZDW, W9IKI, W2BNZ and K5AXB. After his retirement Charlie moved with his family to the Orlando, FL area. He joined the Citrus Chapter and served the Chapter as President. The Chapter is proud to have been able to present Charlie with a 75-year plaque at our meeting in January 2001.

Chapter 45 was pleased, at our July meeting, to be able to present a Gold 50-year Certificate to Joseph Martin, W4LUW. Joe was first licensed as W3VHZ in 1953, joining QCWA in February of 2000. He is also a member of OARC, Orlando Amateur Radio Club, and ARES-RACES. He has had a more than casual interest in astronomy, and is a member of the Central Florida Listeners Group. A regular on the Chapter's Tuesday night net he is also active on the 10 and 6 meter nets.

A shortage of suitable meeting areas in the local restaurants during the lunch hour on Saturdays has caused Chapter 45 to schedule its monthly meetings on the third Wednesday of the month. The meetings are held at the Picadilly Cafeteria 1840 E. Colonial Drive in



Presentation of 50-year Gold Certificate to Joseph Martin W4LUW by President Al LaPeter W2AS.

Orlando Florida. The members usually start to gather about 11:30AM. The formal business meeting starts at about 12:30PM

Several of members are still working and unable to attend our scheduled meetings. The Chapter is holding quarterly informal meetings at a local buffet restaurant. These meetings are on a Sunday at the Golden Corral located on Route 434 about a mile south of the junction of Route 436. The meetings held to date have been well attended. The next meeting will be on December 14th at 1:00PM. Any hams in the area are welcome to come and have a get-together with us. The food is good and the fellowship is warm. For information about Chapter activities join our net on repeater W4PLA, 147.195 MHz, 1930 hours local time each Tuesday.

Paul A. Turner WIDLP - Secretary

Chapter 51, Tex-La Golden Triangle

During this quarter Chapter 51 has continued to meet each month at Dorothy's Front Porch or Landry's Cajun Eatery with from 15-20 members and guests present. We had no formal speakers this quarter, just good old-fashioned eyeball rag chewing. Our Monday evening net meets at 18:30 on 146.85.

Dub George W5DUB - President & Bulletin Editor

Chapter 53, Suncoast

This season's kickoff luncheon/meeting of Suncoast Chapter 53 will be Wednesday, 01 October 2003 at 11:30 AM at Denny's Restaurant, 3701 Bee Ridge Road, Sarasota, FL. Denny's is on the north side of Bee Ridge, between Sawyer and Beneva. Following lunch, Charlie Larson-KD4FZ will present a program on the current status of packet radio activity in our area. All QCWA members and their guests in the area are more than welcome to join us.

Jack Sproat W4JS - President

Chapter 63, Central Oklahoma

So far this year has been good to Chapter 63. Our chapter to date has had only one Silent Key and that was Fred Boardman, W5NL who was a long time member of QCWA and a charter member our Chapter. Also, we have had some members go inactive due to health reasons. We have had 6 new members sign on of late and this brings our total up to 129. More on that later.

We hold an on the air meeting on Sunday Morning at 0800 on 3855 kHz and have been averaging in the mid 50's for most of the year. We have had three Quarterly Luncheons so far this year and have an average of 25 members attending these meetings.

At this time we have 129 members in our Chapter. Here is the break down their locations: This information was furnished by K5DLE our Net Manger.

Metro Oklahoma area -62. The rest of Oklahoma: NW Oklahoma-5, SW Oklahoma-15, NE Oklahoma-21 and SE Oklahoma-6. Total - 47

Seven other states: Arkansas-2, Kansas-3, Kentucky-1, Missouri-5, North Dakota-1, New Mexico-1 and Texas-7. Total - 20

We go to East to KY, West to NM, North to ND and South to Texas. So as you can see "US" old OKIES throw a wide loop. We get check ins from about every state.

Norm W5FLO - Secretary/Treasurer

Chapter 64, El Paso, Texas

El Paso Chapter 64 held its 30th Anniversary Celebration Saturday evening, September 20th, at Bucks Bar-B-Q where 26 members and guests enjoyed a delicious buffet dinner.



Manny Gonzalez W2BFI receives award from Jean Carlson.

Honored guests were charter members, Millie Wise, W50VH and Tex, W5BQU, and Juanita Burdick. Tex is the oldest active ham in the country...he celebrated his 103rd birthday on September 25th.

Notes of activities of the past five years were reviewed and silent keys were recognized. Outstanding scrapbooks with pictures of all of the members and brief histories of their hamming activities were passed around for all to enjoy. Bill Rodgers K5WAE, has spent endless hours putting the books together. Thank you, Bill.

The Meritorious Service Award was presented to Manny Gonzalez W2BFI, in recognition of his serving 13 years as the club's Secretary/Treasurer as well as acting as a regular net control station for our Saturday morning Round-up Net. He held the club together during the summer when both the president and vice president took to the roads.

It was a sad day on August 5th as the word spread of the sudden death of our director and life member, Judy Scheiderer WB5HGL. She was laid to rest on August 12, 2003. We extend our sincere sympathy to her husband Jack, W5JHS, and their children and grand children. We'll all miss our faithful Judy. A donation was made to the QCWA Scholarship Fund in her memory.

Jean Carlson KØZRD - President

Chapter 65, Niagara

We regret to report the passing of one of our popular, and very active members, Jeff Coval W2FJY. Club President, Tom Whalen W2QI, is recovering from a bad fall incurred while cleaning outside roof gutters on his home during September. At the time this is written, at least four weeks of therapy have been scheduled at a Buffalo area nursing home. We expect Tom back for our Annual Meeting and Christmas Party second Saturday in December. Officers and directors will be elected for a three-year term.

Chapter Secretary, Bob Rooney W2AET, spent almost a day in an off-site tour of the Navy super-station, NAA at Cutler, Maine during September. Thanks to a telephoto lens and the friendly, talkative folks of this Atlantic seaboard hamlet, he has prepared a detailed briefing for QCWA Chapter members at our November 8th meeting, 12Noon, at Flying Tigers Restaurant. Although the Navy has turned much of the operation here over to civilian contractors, the on-air operation continues with over 25 towers (1000 feet high), miles of copper wire, a couple million watts, and a few thousand acres of choice waterfront. A color photograph of the antenna complex adorns the cover of this issue of the Journal. Read additional information in the description of the cover photo on page 1.

Further details will be posted on our website after the November meeting at: www.Lockport-NY.com/QCWA.

Our weekly SSB roundtable continues Sundays, 1:30PM local time, at 3.900 MHz.

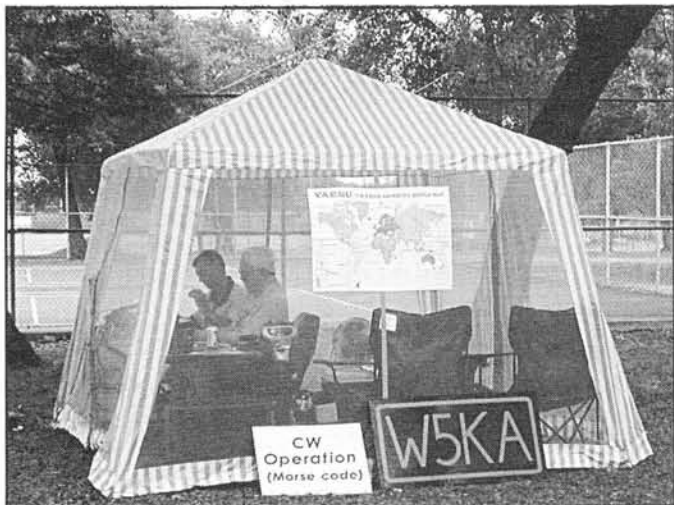
Bob Rooney W2AET - Secretary

Chapter Reports

Chapter 67, Austin

The Austin area chapter has been meeting monthly for lunch on the third Saturday at a local restaurant. Current President is Milt Cram W8NUE, Vice President is Bil Henson WB5SYS, Treasurer is Roger Wines W5WIA, and Secretary is Keith Zimmermann K5WX.

A number of Chapter 67 members participated in Field Day with the Austin Amateur Radio Club. Although the huge loop that was erected around a football field was difficult to load, some of the backup conventional antennas worked well. Stations were setup for virtually all bands and modes. Pete Jordahl K5GM of Chapter 67 took a turn operating the high speed CW station. (See photograph)



Pete Jordahl K5GM (foreground) operating the CW station during Field Day.

Smokey Wiley K5RDJ (one of the Directors of Chapter 67) has been writing a monthly column called "Smokey's Korner" for the Austin Amateur Radio Club newsletter.

Bil Henson WB5SYS has demonstrated his portable packet radio stations at several meetings this quarter. His use of old Tandy 102 (vintage 1985) battery operated computers and Palm Pilots with a handi-talkie makes for a nice, inexpensive portable packet station. Bil and Keith Zimmermann K5WX participated in the local Simulated Emergency Test in July, organized by the Travis County Amateur Radio Emergency Service, by operating a packet station at one of the local hospitals.

The annual Austin Summerfest ham convention, held in August, was another opportunity for Bil WB5SYS to recruit more members for QCWA. Bil manned a table close to ARRL President Jim Haynie, which made for a lot of traffic passing by. Bil signed up four new members.

Chapter 67 has also initiated an on-the-air code practice session through a local 2-meter repeater. A lot of work has gone into this project over the summer. Milt W8NUE developed the software to automate the sessions. The first on-the-air session was held on September 10th by K5WX on 146.78 MHz. The code practice has continued every Wednesday night at 8 PM with

K5WX and WB5SYS operating the sessions. Response from local amateurs and non-amateurs wanting to learn code has been good. The text for the weekly code practice is posted on the web site of Chapter 67 at www.qcwa.net.

Keith Zimmermann K5WX - Chapter Secretary

Chapter 70, National Capital

Our September quarterly meeting is when we all bring our spouses for a dinner and a special speaker. We had 57 members and guests in attendance at the Carlingwood Family Restaurant. It is also the meeting when we give out awards. Between them QCWA President Croft Taylor, VE3CT and QCWA Director George Roach, VE3BNO awarded Chapter 70 members three new member pins, one 40 year pin, two 50 year pins, seven 55 year pins, five 65 year pins and one posthumous 70 year pin.



While not directly radio related, Roy John our speaker, with beautiful photographic slides, traced the route in reverse followed by Shackleton in his fateful expedition to the Antarctic Ocean. Roy took us along with him on his ocean voyage. It started from Ushuaia, on the tip of South America, then on to Port Stanley on the Falkland Islands. On past Shag Rocks to South Georgia, then to the South Orkneys Islands, on to Elephant Island and then down to the South Shetlands, and finally to Deception Island and back to Ushuaia. We saw pictures of albatross, some with an eleven-foot wingspan, fur seals, elephant seals, giant petrels, kelp geese, dolphins, gulls, steamer ducks and large numbers of different kinds of penguins. Roy recounted how Shackleton, in his ship Discovery, went from South Georgia into the Weddell Sea and got stuck in the ice for a year before the ship broke up and they were left stranded on the ice. They made their way very slowly across the ice and then took a couple of open boats and went across the sea in a few days to Elephant Island, which was the only place they could find to land. Having no radios, they had to get a message through to civilization. Shackleton and half a dozen men went in an open vessel all the way across eight hundred miles of open sea to South Georgia in fourteen days in winter. They navigated that distance with two sun sites. They landed in King George's Bay and at that point the boat fell apart. Shackleton and three of his men climbed over the top of South Georgia in twenty-four hours to the whaling station of Port Stanley. No one since has been able to do it in less than three days. All the men were finally rescued and safely returned to England.

Chapter 91, Vic Clark



W4ACM getting his 75-year award from John Johnston, W3BE

Chapter 110, Kansas

Chapter 110 Held their summer meeting at the Kansas state convention in Salina, KS on August 17, 2003. The meeting was called to order by President Wendell WØTQ at 2:10 pm.

The secretary/treasurer gave his report and handed out several Gold Certificates to several members.

The president then appointed an election committee and invited all to the Kansas/Nebraska radio club fall picnic on Sept. 14. Then KØEQH Rod invited all to the Scott City Picnic. The secretary/treasurer reported the QCWA table signed up 6 new members, and 44 people stopped to see what QCWA had to offer. The meeting adjourned.

Chapter 123, Iowa

Greetings to every one from the state of Iowa. We are getting into the harvest season now, and many of our Chapter members will be busy until the end of October and the first part of November harvesting their corn and soybeans. Due to lack of rain this year the combines will have to make more rounds in the field than usual in order to fill the wagon and truck boxes.

When a Chapter such as ours spreads 65 members across a whole state, we keep in touch by our weekly net and our Chapter newsletter. A real treat is getting together for a luncheon or two during the year and our business meeting that is held at a large amateur "Hamfest" or "Summerfest" where we set up a QCWA booth. Afterward we have a noon luncheon and our meeting. No matter what social event we plan, there are many who have to drive a long distance to attend, and that could be as many as 200 miles. This year we were in the "Amana Colonies" at the Summerfest 2003. Possibly some of you reading this may have been here in Iowa and have been able to visit the Amanas. We had a great time there at our QCWA booth talking to many Ham friends and QCWA members. We signed up six new QCWA members! We always have some who stop by the booth to tell us that they don't quite have

the 25 years requirement, but want to join when they do. We tell them we will be here when they do. Many thanks to Dale WA9ENA, who put together an excellent video tape on the life of Lee DeForest, which he presented at our business meeting there.



From L to R at the Chapter QCWA booth in Amana are: Larry KØEDO, sec/treas; Doug, WAØUVH, President; Dale, WA9ENA, and his XYL, Sue, KE9LI.

It is with great sadness to have to report three Silent Keys this past year. Donald Robinson K?DXT, Belmond, IA; Al Victor H?HPP, Marion, IA, and "Buzz" Rowley K?BRE, Des Moines, IA.

New Chapter members are Carl Scafferi KB?FB, Marshalltown, IA and Jerry Rappel WW?E, Davenport, IA. We had six members who received awards. Wayne Paarmann W?GNJ, Century Club; Ray Rohm KB?KZ, Century Club; Richard Whitaker W?MJW, Fifty Year Certificate; LeRoy "Baldy" Baldwin W?OFY, Fifty Year Certificate; Ralph Smith W?QUF, Sixty Year Certificate, and Robert Kelly W?BW, Sixty Year Certificate.



Wayne Parmann W?GNJ, on the left, is presented with the Century Club Award by Chapter Secretary, Larry KØEDO at our Amana meeting.



LeRoy "Baldy" Baldwin on the left, receives the Fifty Year Certificate, presented by Doug WA0UVH, President, at the Amana Summerfest.

By the time you read this, it will be winter and we will be in the Holiday Season. We wish all of you a very Merry Christmas, and hope that 2004 will be the best ever for you!

Our net meets every Saturday morning at 07:30 CST on 3940. Larry K?EDO; Doug WA?UVH, and John WA?GQK, share the NCS duties.

Larry Wacha K0EDO - Secretary

Chapter 138, Marconi

The quarterly meeting of QCWA Marconi Chapter 138 was held at the Colts Neck Inn at noon on Tuesday, July 1, 2003. After an excellent meal, President Frank Gudicello K2TVY called the meeting to order at 1:50 PM. Only 11 members and a few quests were present. Since the Constitution requires a quorum of 11 members, we came very close to not being able to conduct any business at the meeting. We need better attendance or else should consider changing the Constitution to reduce the number required for a quorum.

Infoage Learning Center at Camp Evans has asked the Chapter if we would be willing to volunteer a few hours on a Sunday afternoon once a month to staff the cottage headquarters of Infoage. The membership present voted to support this effort, which should start in September or October.

Walter Prang KZ5WP has resigned his responsibility for the Silent Key Plaques (yes, sadly, we have overflowed to a second plaque). Dave Ottenberg WA2DJN offered to take over this responsibility. We thank him for stepping forward.

Mike DiPersio KC2Q asked if we should plan on a Dinner-Dance next spring. Our last one was very poorly attended and we lost money on it. Perhaps a picnic would get a better turnout. It was suggested that the

next Bulletin or the Chapter should include a questionnaire to find what the members would prefer.

As long as a questionnaire is being produced, it was suggested that it also explore alternate meeting places and/or times to see if we could enhance attendance at our meetings.

It was suggested that we move our weekly 2-meter net to the New Jersey linked repeater system to enjoy enhanced coverage and be linked to Echolink. Unfortunately, the linked repeaters in Monmouth County are on 440 so it would mean moving to 440 for most of the members. This should also be explored with the questionnaire.

It was suggested that we have a breakfast meeting on Saturday, October 4 at the Bedrock Diner to see if we can get better attendance. Otherwise, the next regular quarterly meeting will be held on Tuesday, October 7 at noon at the Colts Neck Inn.

Bob Buus W2OD - Secretary

Chapter 149, Nutmeg

Our August meeting was held at the Paradise Pizza Restaurant in New Britain, Connecticut, with 42 members and guests in attendance. The Secretary was not there, so what you are about to read is from tape recordings made for me during the meeting.

The guest speaker was Alan Pitts W1AGP, who is the ARRL Connecticut Section Emergency Coordinator (SEC) in the Amateur Radio Emergency Service (ARES). Alan gave us a brief description of the special plans for the October Simulated Emergency Test (SET), which will, this year, involve amateurs from five of the new England States, and will be a real test of both local and regional VHF and UHF nets, plus parts of the NTS and regional HF nets. A lively Q and A session followed.

The membership voted on three major changes in our bylaws, which were proposed by our President, Rich Monahan K1FPP. Each was passed on a voice vote. The positions of Vice President and Directors were eliminated. The jobs formerly handled by the two Directors will be taken over by a Net Manager and Activities Manager(s) appointed by the President. Life Membership in the Chapter has been made available for any member who is a Life Member of QCWA at only ten times the regular annual Chapter dues. A third change in the bylaws now permits the Secretary to send information to the members either by "snail mail" or by e-mail. These changes are intended to improve the operation of the Chapter, and ease the work of the officers. It will be interesting to see how the chapter progresses in the future with these changes in effect.

As usual, we ended the meeting with a fun raffle, and the following walked off with some interesting prizes, purchased for the occasion by Kay Chaffee, XYL of our "founding father", Milt W1EFW (SK): K1LBE, KC1TX, K1FPP, WA1ZLF, W3QAN, W1GHU, W1CJL.

Don Steele W1NFG - Secretary

Chapter 151, Wild Rose

Greetings from Chapter 151, Calgary AB, Canada. Our Chapter is assisting RAC (Radio Amateurs of Canada) by sponsoring a local Middle School get started with a Amateur Radio Youth Education Program. We are also planning on doing 30-minute presentations to Scout, Guide, Church and any other youth group that will listen to us to promote Amateur Radio to the younger generation.



Seven members of Chapter 151 received awards ranging from 50 years of service to Century Club Awards.

On Sept 20 we held our Annual General Meeting (luncheon meeting) with 21 in attendance. 7 of our members received awards ranging from 50 years of service to Century Club Awards. See accompanying picture. Our guest speaker was John Bley KD7MAQ who spent his life discovering and testing pharmaceuticals. He very neatly linked Neuron Waves with Radio Waves. Very Interesting.

Chapter 162, Southeastern Wisconsin

On the last Sunday in July, 1300 athletics found Racine, Wisconsin with its picturesque lakefront and harbor, to be the perfect location for a Half Ironman Triathlon. As they plunged into Lake Michigan at 7 AM to begin a 1.2-mile swim, they felt the cold water start to numb body parts in the chilly 67-degree Lake temperature. Exiting the water making a mad dash through 150-yards of sandy beach, stripping off their wet-suits, the swimmers converged on the staging area where their bikes were stored, mounted same for a 56-mile bike race. Completing the circuit and returning their bikes to the staging area, the athletic began a 13.1-mile run. The winner completed the total course in 4-hours, 2-minutes and 37-seconds; the last ones rolled across the finish line at 5:45 PM - 10-hours and 45-minutes. Thirty-seven members from Chapter 162, the Southeastern Wisconsin and Northern Illinois ARES groups teamed up to handle the communications utilizing APRS (Automatic Position & Reporting Systems) and local packet nodes to keep everyone informed of the race leader's location and any problem areas. The Net Control Station (NCS) ran the operation from a communication van overlooking the water and beginning/finish lines of the bike and run portions of the race. Chapter president, Lloyd Gorsiski WB9RGO and our Racine County Emergency Coordinator, Mike Melnik N9PMO handled NCS duties flawlessly. At 6 AM, Ron Fox K9AKH climbed aboard a

sheriff's patrol board to provide communication coverage during the swim and was reassigned to cover the run after everyone was out of the water - a long day. The balance of Amateur Radio volunteers joined law enforcement personnel along the bike and race routes, with a few Hams in the staging area and medical tent. Other Chapter volunteers included Bob Jensen W7WLN, Gene WB9ZKY and Bonnie WB9ZKX Haney, Ken Knoff N9NBC, Dick Kehl WA9HOH and Larry McCalvy WA9JMO. We had a grand time!

October was a traveling month for many of our chapter folks, Ed W9NVK and Marie Konicek traveled to Germany for a first visit with their newest grandchild; Gene WB9ZKY and Bonnie WB9ZKX Haney took in the sites Canada had to offer during their train ride to and from Agawa Canyon and enjoyed the view from the Sault Locks. Larry McCalvy WA9JMO drove to the QCWA International Convention in Dallas and had a wonderful time. At the close of summer, Dave K9DQ and Kris Whitham and their two daughters traveled to New York spending time reflecting where the twin towers once stood. Awesome trip!

Larry McCalvy WA9JMO

Chapter 169, Sacramento Valley

Chapter 169 meets monthly at Carrows Restaurant located at 460 1 Watt Avenue in North Highlands, CA. The restaurant is on the west side of Watt Avenue just north of the Interstate 80 Freeway. Meetings are held on the 2nd Wednesday each month.

Our programs during the last quarter included videos on a DX-pedition to South Georgia Island by VP8GEO and pioneers of early radio. We were also fortunate to hear from Don Johnson regarding mobile antennas. Our President, Paul Wolf W6RLP, presented a meritorious service award to Peter Onnigan W6QEU.

In September, we lost a good member after a long illness, George Hudson, W6BTY.



Left to right: Chapter 169 President Paul Wolf W6RLP, Pete Onnigan W6QEU who was presented the QCWA Meritorious Award and Chapter Vice President Bill Easton W6UYD

Chapter Reports

The Chapter has decided to move the meeting time up to 9 AM. So come and join us at 9 AM for a no host breakfast. YLs are always welcome. For further information please contact our President, Paul Wolf W6RLP, at (916) 489-8112.

Gary Stilwell KI6T - Secretary/Treasurer

Chapter 175, Oregon Coast

Lunch with an ocean view, that's what our chapter members look forward to every two months. Meeting at the Surfrider Restaurant north of Depoe Bay, Oregon provides a year-round setting that changes almost every time we meet. There are times when it's just the calm and ocean blue out the windows and then next comes winter with its pounding surf. Sometimes there's a spout or two on the horizon from the migrating whales. The Surfrider is a major destination hotel where you can just soak in nature's beauty or maybe read a good book by the fireplace. Stories abound during the luncheons about all the new ham radio projects and the xyl's keep up the chatter about their latest craft or hobby item. The biggest problem our new Secretary has is how to manage the 25 or so seats that he has available and still allow the group to order off the menu. Take some time to visit the Oregon Coast and watch Mother Nature remodel the landscape by the minute. Visitors from other chapters can contact W7LI@arrl.net for the next meeting date and time. He might even get you into a window seat.

Carl Somdahl W7LI - Secretary-Treasurer

Chapter 181, Hudson Valley

The summer meeting for the Hudson Valley Chapter 181 was held on August 9th at the Tarrytown Hilton, Tarrytown, New York. The meeting, a luncheon at the Pennybridge Tavern, is always nicely attended, probably because this restaurant within the Hilton has some of the best food in Westchester County. Old timers will always come out for a good meal and an eyeball ragchew!

The normal election process was postponed three months due to Chapter President, Sy Yuter W2NBT, being away on an around-the-world political fact-finding tour. Also contributing to the postponement was Director/Election Officer Sandy Fried N2SF being laid up with a serious illness in a local hospital. Nevertheless, the election of chapter officers went forward without a hitch at today's meeting. The general slate of officers was as follows: Sy Yuter W2NBT - President, Harry Moore W2JQS - Vice-President - Lou Leonard W A2UIJ - Secretary; and Stan Egelberg W2WQK - Treasurer.

The elected slate of Directors was as follows: Sandy Fried N2SF, Manny Cohen K2ILF, Frank Lauri W2IX, Jerry Mulberg W2MJP, and Gus Levy W2LAP.

The summer meeting featured a talk by Sy Yuter, who holds a Ph.D. in political science and who is pursuing a two-pronged program to study nuclear tensions caused by the North Korean government and its neighbors plus a possible economic job-based program for Palestinians in order to reduce tensions in the Middle East. Although Sy and his wife had an interesting trip



Left to right: Harry Moore, Sy Yuter, Lou Leonard, and Stan Egelberg.

to dozens of places - from China to Europe - it looks like he faces an uphill battle with both of his political programs. But Sy believes one man trying hard enough can make a difference so we wish him the best!

To cap the meeting, the members received a special visit from our ARRL Director, Frank FaUon N2FF, who is running for re-election this fall against Steve Mendelsohn W2ML. Frank outlined his campaign issues and reminded us about the importance of tower legislation and antenna legal issues.

QCWA Chapter 181 will meet again at our Tarrytown location on October 25th. All who read this are invited to stop in and join us on that day.

Lou Leonard W A2UIJ, Secretary

Chapter 188, Lost River

QCWA Chapter 188 had an annual potluck picnic at the newly acquired home of Tom NV7N and Carolyn AB7ET Brooks in Klamath Falls on Saturday September 20. This was in place of our regular monthly luncheon meeting. The weather was beautiful and the food wonderful.



Left to right are Phil Krizo W6ZOF, Chapter President Carolyn Brooks AB7ET, and Phil Rand W7BW. Carolyn presented 65-year certificates to both of our Phils. All members thought this quite an accomplishment. Picture taken by Phil Krizo's wife, Barbara K6TFG, also a member of our Chapter 188.

We regularly meet on the third Thursday of each month at 11:30 AM at Elmer's Restaurant here in Klamath Falls, Oregon, and though we aren't a very large chapter, our members have been steady and faithful to attend.

Carolyn Brooks AB7ET

Chapter 196, Edison

Let's celebrate with Wendell Chapman W6VIF, for being a licensed ham for over 70 years. I was thrilled to present Chappy with his certificate of appreciation for his amateur service that actually exceeds 70 years. Chappy transferred his QCWA membership to our chapter so there was a lag time but we still are delighted to have him in our presence. Chappy is our "in house comedian" because he always tells some jokes at our meetings. Chappy is a devoted cw operator and also handles traffic for the National Traffic System.



W6VIF receives his 70 year certificate.

Chapter 196 has some sad news to report. Peggy Griffith KY8Y, is now a silent key. Peggy would make you laugh because she was always happy. Her personality and friendship will be missed. Chapter 196 has made a donation to the QCWA Scholarship Fund in memory of Peggy.

Our chapter secretary Jan Scheuerman WA2YL, spent most of the summer making arrangements for the success of a special event station at the Miss America Pageant in Atlantic City, New Jersey. Jan coordinated the special event operators that many of you worked at K2BR. The Southern Counties Amateur Radio Association (SCARA) sponsored the special event. Not only did members of SCARA provide special event communications, they also helped out on parade night at the Miss America Pageant along the world famous boardwalk. Please look at the picture of Miss Florida, Jan and myself that was taken only a few days before Miss Florida, Ericka Dunlap, became Miss America. As residents of



Left to right: Tad Burik K3QC, the new Miss America Ericka Dunlap and Jan Scheuerman WA2YL.

Florida, our chapter members are very proud of Ericka and wish her continued success.

Amateur radio is noted for the goodwill that it can convey. It is no wonder why so many of us have fallen in love with our hobby because we can do so much with it. We have a chance to make a difference. We take that chance and make the best of it. We have made a difference and we will keep up the tradition. The high standards that we have attained are the result of dedication and hard work. I hope that the standards are kept high so that the outcome of efforts will result in excellence. Let us never lower our standards.

Tad Burik K3QC - President

Chapter 200, 200 Meters and Down

Well, will wonders never cease!! Chapter 200—THE 200 METERS AND DOWN Chapter in Gainesville FL is sending in a report, hopefully prior to the deadline. I know we have had others submitted, but too few and far between I fear. But since I am the president, and my term is coming close to an end, I am sending this one in. (If you want a job done right etc.)

Chapter 200 meets on every 4th Monday evening at SHONEY'S Restaurant, Archer Road in Gainesville FL. Officially 6:30 PM but the crowd begins to gather from 6:00PM on. We usually have a program of some sort, but if plans fail, we have enough old timers and old war stories (and peace stories) to entertain ourselves for the evening. Our range of programs and presenters have included (but not limited to):

- Financial advisors
- TV Cable Public Relations speakers
- Newspaper reporters/feature writers
- Winner of ARRL "Cover Award" writer Sam Ulbing
- Area Emergency Coordinators
- QCWA Board of Director Member Arthur Kunst
- Field Trip to County Emergency 911 Facility (Greatest Show On Earth)
- and many more

Activities include: Field Day (every year, co-sponsor with Gainesville Amateur Radio Society) Local GARS Hamfest (with display & welcoming table, sale table,

Chapter Reports

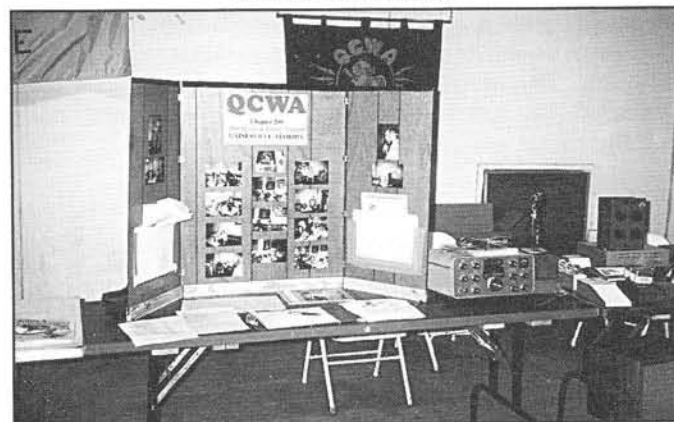
sign-in, etc.) Show and tell (members bring kits, construction projects, etc.) We do not meet in December, since the 4th Monday falls very close to Christmas, so we have our Christmas bash at the November meeting, wherein each man brings a gift for a man, and each lady



President Nick Koenigstein K4NIK at the QCWA Chapter 200 table of the GARS Hamfest. We had over 25 visitors (QCWA) from other chapters sign our guest roster.



Frank Butler (left) W4RH ARRL North Florida Section Manager and QCWA member-at-large, along with 2 unidentified QCWA members who visited the QCWA table and the ARRL table.



The QCWA table with the picture/info display board along guest register, info brochures and application forms for prospective members. GARS Hamfest 2003.

a gift for a lady. The gifts are exchanged by lot, lowest number gets first shot at the gift table. FUN' TIME!!

Our attendance varies, but averages generally from 20 - 35 at a given meeting, depending on the season, etc.



Some members at a regular meeting of QCWA (4th Monday each month at Shoney's Restaurant) Gainesville FL.



Some members at a regular meeting of QCWA (4th Monday each month at Shoney's Restaurant) Gainesville FL.

A final note about our programs—Many of us "Old Timers" have been guilty (?) of squawk and debate (to say it mildly) over the new restructuring of the Amateur License, the lowering of requirements, the Morse code situation, etc., So..... two meetings back, I invited Warren Croke NW4C (he's the ARRL VEC for our area and a member of our QCWA Chapter) to present a program on the progress of the new classes, education, etc. Then, (un-be-known, to the members) Warren pulled out his tape deck, and gave the attendees the 5 WPM code test, followed by the current Tech Plus written exam, and what can I say; EVERYBODY had an opinion, a SUGGESTION A "WHAT THEY OUGHTA' DO IS" response "BACK WHEN I GOT MY LICENSE" comments. What a good time!! Warren could hardly keep order in the house, but it was a heap o' fun, believe you me!!! (5 WPM is HARD!! if you're used to 20+!) Hey, thanks for listening (and reading) Will try to be more regular from now on.

Chapter 202, Old Dominion

The Chapter was afforded the opportunity to show the flag at the Roanoke Valley ARC Hamfest in Vinton, Virginia on August 02, 2003. 24 QCWA members (including ten Old Dominion Chapter members) and interested parties signed our guest book. Alan Fryer N3BJ joined the Association at the table. Buddy Smith W4YE, promoted a care package of QCWA items.

On September 18, 2003 hurricane Isabel forced chapter 202's picnic indoors at the home of Stan Reas K4UK. Six members of the Old Dominion Chapter 202 and two guests were present. They were:

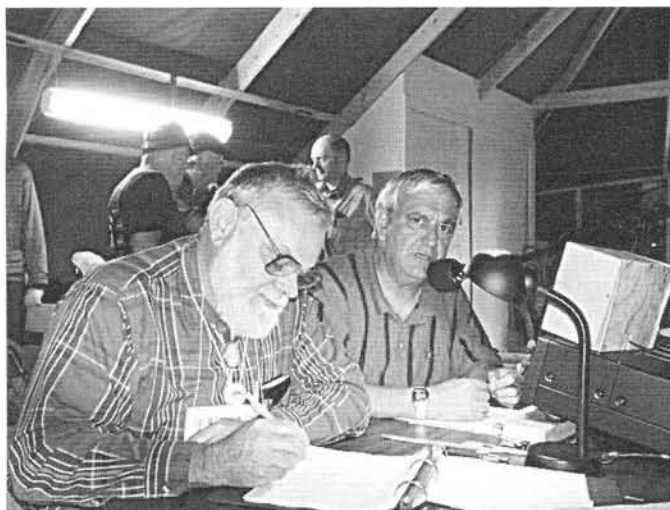
Members: Bill Svec - WA4BKW, Bob Dixon - W8HGH, Stan Reas - K4UK & xyl, Carolyn Buddy Smith - W4YE,



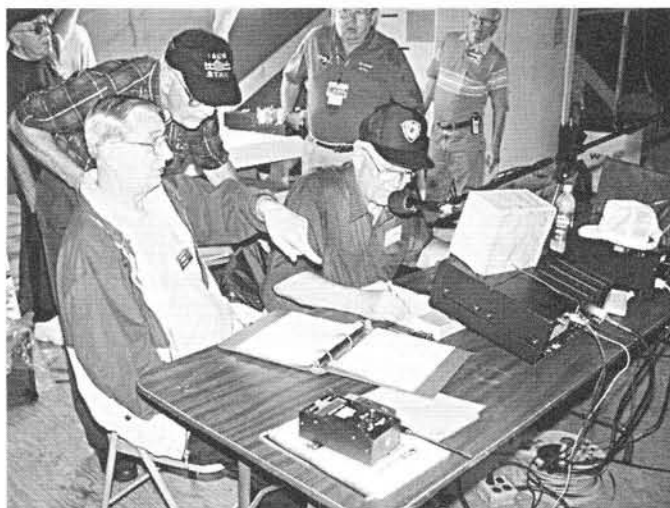
A rare view of the rear of the Overlord Arch at the D-Day Memorial in Bedford, Virginia. Taken from the mess tent in which WW2DDM was operating. Photo by Jim Tuckwiller AA4L



The 40 Meter station in operation at the D-Day Memorial Special Event commemorating the second anniversary of the dedication of the National D-Day Memorial in Bedford, Virginia. In the foreground Leroy, AG4RW logs as Bill KVC4D makes a contact. At rear left is Fletch, K4DCF discussing propagation and the rainfall with Ray, AB4YZ. Photo by Jim Tuckwiller AA4L



John, KC4CDJ handles the log as Ray, AB4YZ wields the mike of the 20 meter station of WW2DDM inside the mess tent as (from Left) JJ, N3AXB, Stan, K4UK and Riley, K4ORD speculate on the weather in the background Photo by Jim Tuckwiller AA4L



From Left: Phil, K4WFO and Stan, K4UK discuss the fine points of special event station logging as Doug, K4WVS slogs ahead at the mike when WW2DDM was activated at the National D-Day Memorial in Bedford, Virginia to commemorate the second anniversary of its dedication. The two interested bystanders at rear are, from left, Leroy, AG4RW and Bill W4BOT. Photo by Jim Tuckwiller AA4L

JJ Weigand Jr - N3AXB & xyl, and Tessie Dave Dunkelberger - W9CTJ

President Bill Svec WA4BKW led the meeting. JJ Weigand N3AXB served as secretary Pro Tem.

Stan read a letter from Leland Smith W5KL thanking the Club for its donation to the QCWA Scholarship Fund in memory of his wife Helen Smith WA5WAR who passed away recently.

In response to a question about whether local students were aware of the QCWA Scholarship Fund, Bill Svec reported that the William Byrd High School now

Chapter Reports

has an active Amateur Radio Club and station in the school. He thought the callsign of the club is K4WBH. Bill will make sure these students are aware of the Fund.

The meeting was adjourned at 5:48 PM and all in attendance enjoyed the potluck dinner including the "tall tales" of the experiences of Bill (WA4BKW), Buddy (W4YE) and Bob (W8HGH) during their working years in the public schools systems. Those who were unable to brave the fury of "Isabel" missed out on some very interesting stories.

Those interested in affiliating with this interesting Chapter should contact Secretary/Treasurer, Charlie (K4BSF) at <k4bsf@arrl.net>.

Chapter 205, Eastern Indiana

We have been involved in a number of activities in recent months, including additional testing with the local radio club, and assisting with staffing for the special event station K9D for McMaze Indiana 2003. We are looking forward to exclusive special event activities in the coming year with at least two events, and more information on this will be coming in the next report.

At this point (the end of September), health seems stabilized among our group, although the summer saw more surgery for Don Cook K9GT and Herb McAdams N9XC. We hope there will be no more to be reported for quite some time.

Ron Stier W9ICZ, as new Emergency Coordinator for our area, has been doing a great job of reorganizing the emergency response capacities of the local amateur radio operators. Plans are underway for a station at the local hospital, and Ron has been working with surrounding hospitals in the region to implement similar installations to permit alternative communications between the hospitals in the event of major disaster. Ron has also appointed assistant coordinators connected with the hospital, and police department, as well as the local R.A.C.E.S. group connected with the county emergency management office. This is the first time there has been this level of organization for emergency purposes, and it is exciting to see it spearheaded by a QCWA member!

John F. Strain W9MIU - Secretary

Chapter 211, Neosho (Kansas)

The Neosho chapter holds meetings the fourth Saturday of each month 10AM, Zion Lutheran Church Activity Center Chanute, KS. (1202 West Main)

Also we will have a net starting Oct 4, 2003 9AM on 3907. This net will be every Saturday EXCEPT the meeting day. We had our first meeting and it is so good to chat with hams of like or similar experience!!

Gary WA5FLV

**New Deadline & New Address
Deadline January 1, 2004**

New Address



ATTENTION CHAPTER REPORTERS !!!

As you have heard or read in the General Manager's Report, Jim Walsh is stepping down as General Manager. This will also impact the manner in which information for the QCWA Journal will be managed.

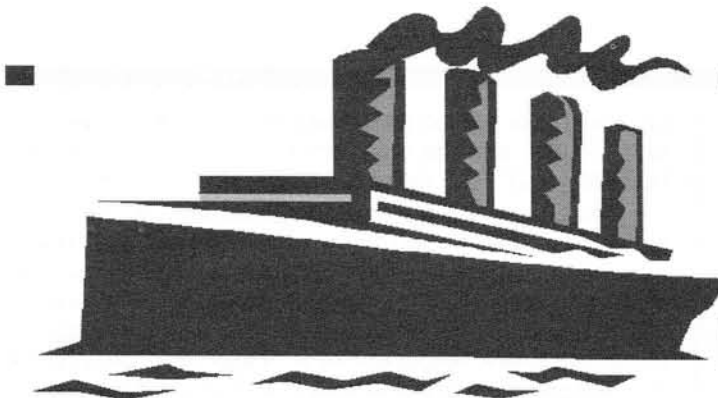
Effective immediately, please send chapter reports, classified advertising, articles, special event announcements or any other Journal-related material directly to the Editorial & Advertising Office.

It would be helpful for the members responsible for submitting chapter reports send me your name, address, telephone number and email address (if applicable). For those with computers, send the information via e-mail by which we can semi-automatically compile a list to effectively coordinate our information exchange.

Gerry Wentz - Editor QCWA Journal
672 Indian River Drive
Melbourne FL 32935
PH: (321) 242-5993

Or by email to:
QCWA@cyberskipdigest.com

For those in the Continental USA the toll-free number is
800-421-3279



THE AGE OF RUGGED INDIVIDUALISM

-by Ace Winter W2ADB

My first encounter with radio/wireless was during the years 1920 to 1923 when I was living in New Mexico and the radio boom started. I became fascinated with this new science and with steamships. I had my opportunity to enjoy both when in 1923, at age 13, my parents decided to return to New York aboard the *SS Kroonland*. This ship was making its first round trip from New York via the Panama Canal.

My mother and father and I drove across New Mexico, Arizona, and California to meet the ship in San Francisco. I did most of the driving across that wilderness, because my mother insisted that I was a better driver than my father. She was right! In those days the roads were like what you see on Gunsmoke.

While aboard the *Kroonland* I visited the wireless room, and the operator let me put on the headphones and listen to what he said was an Italian ship sending code. It had a very low tone from a rotary spark set, which all the Italian ships had at that time. To this day I can remember the sound of that transmitter.

Upon arriving in New York we moved to Brooklyn. Here the local newspaper was the *Brooklyn Daily Eagle*. The *Daily Eagle* had a reputation for having the best weekly page on the new art of radio. From it I learned how to build a one-tube receiver using a 1,500-turn honeycomb coil and a 43-plate variable condenser (now called a capacitor) and WD11 tube. With it I was able to listen to WII, WGG, and WRT, all of which sent transatlantic messages at slow speeds. Soon thereafter I learned the code. Subsequently the family moved to Staten Island, the fifth borough of New York City. There I met the Staten Island gang. All were Hams and most eventually went to sea. With that as a background, in 1926 at age 16, I obtained my amateur license that I used as a stepping-stone to obtained my commercial 2nd Class license in 1928 at age 18.

Now the big adventure began. In January 1929 I visited Radiomarine at 326 Broadway, looking for a job as a wireless operator. All week long, men were being assigned to ships but not I. Finally, at the end of the week, I was asked, "How would you like to take a cruise to the West Coast through the Panama Canal?" Of course I accepted and was assigned to the *SS Sujameco*, docked in Port Newark, New Jersey. It was a bitter cold day when I arrived at the ship, which was covered with snow, and it smelled something awful. I wondered what it was going to smell like when it got into southern hot weather.

This ship was a 1,900-ton vessel, not 19,000 tons. The Transmarine Steamship Company owned it. Let me tell you about it.

During World War I, the Submarine Boat Company built a lot of these ships for the Italian government; the US government paid them for. The Italians refused to accept these ships, claiming that they were unseaworthy because they did not have rolling chucks and could capsize under adverse sea conditions. So the Company was stuck with a bunch of them (at least 30 with more to be built). Then the War ended, and the Company made a deal with the US government wherein they were released from their contract and could keep the ships. The Company then founded Transmarine Steamship Company and began a freight service to the West Coast.

I looked into the radio room and saw garbage all over the deck. The transmitter was a 2 KW Navy Standard quenched spark rig. Then I looked for the receiver. It consisted of an SE143 Navy tuner connected to a breadboard single detector 201A tube. I asked the Greek second mate who was in charge on standby and asked, "What do I do if the tube burns out?" His answer was, "Here are three galena crystals. You use them until we can get you another tube. Here is the cats whisker You seek a hot spot on the crystals." The transmitter needed some parts before it would be in working condition. I asked about that and was told that I could go aboard some other ships in their bone yard and take the required parts off of them. I went home on that miserably cold day thinking long and hard. My dreams were about to burst. The next day I reported back to Radiomarine and told them I could not take that ship because nothing was working, and so forth. Mr. Christie at Radiomarine told me that I could take the ship or I was fired. So I got fired!

I waited a couple of weeks and watched the paper to find out when the ship sailed. Then I went back to Radiomarine on my hands and knees to ask for my job back. Christie said, "I know you got a raw deal, here is a new application."

I discovered that they sent a man by the name of Cole to replace me. He reported back, "I saw you fire Winter and you can fire me, too. I don't care if it has golden rivets. I am not going to sail on that ship." Then Radiomarine sent an inspector over to look at it, and he reported back worse conditions than I had reported. So the ship was held up from sailing until everything was fixed.

A week later I sailed as second operator on the *SS Andrea F. Luckenbach*, a 16,000-ton freighter with a large crew requiring two operators. We were also going to the West Coast. We were a faster ship and we almost overtook the *Sujameco*. The night before arriving at San Francisco, KPH asked all ships to listen for the *Sujameco*, that she was in distress off the coast of Oregon. Newspaper reports stated that the *Sujameco* had run aground and because of rough seas the Coast Guard using breeches buoy took off the crew.

Upon returning to New York, I was told by Radiomarine that they had an emergency and that the *SS Sutermeo*, a ship similar to the *Sujameco*, was about to sail, and they had nobody to send to operate the radio station. Would I be kind and reconsider that job? I said no. Then they begged me, so I made them a two-pronged proposition: that they allow me to bring my own transmitter aboard because I did not trust their equipment; and that they give me the job of my choice when I returned.

Christie told me that it was against the law to authorize me to use my own equipment, but for crying out loud, disconnect it when you get to port. Then he said that when I returned I should remind him or his boss, Mr. Aufenanger, of the agreement and I could have any job I wanted. So I took the job.

The next day I marched aboard the *Sutermeo* with one suitcase full of clothes and another suitcase full of radio parts. I put the batteries on charge. We were four days at sea before they held enough charge to operate the 2KW spark rig. When I first put the batteries on charge, the ship's lights went out. The chief engineer came up to the radio room to advise me that I could not charge the batteries or operate the transmitter from the ship's line without first telling him. The reason was that the electric generator did not have a regulator valve

on the steam line to the generator. Actually, the only way I could use the transmitter was to run it off the batteries and keep them on charge all the time.

For my own safety I built a 600-meter CW transmitter using a coil wound on an oatmeal box, a 43-plate variable capacitor, and a UV210 tube. By using a couple of 'B' batteries that I brought from home, plus one or two I found on board, plus the ship's line voltage, I squeezed a few watts out of it. Then I put together a two-stage audio amplifier so that I could hear something and connected it to the one tube detector that was ship's property.

When we sailed out of New York Harbor, the ship made a sharp right turn to go south. When it did, it rolled over at least 30 degrees, from which it fortunately recovered. I nearly slid overboard on that first experience.

The radio shack was mounted directly above the galley. Starting about 4:00 a.m. daily, the iron deck became so hot you could not walk on it barefoot.

The stateroom was adjacent to the radio room, and the exhaust stack from the galley passed through the stateroom. So after 4:00 a.m. each day it was like living in a steam bath.

The bunk ran across the vessel from port to starboard. The ship rolled constantly and so badly that I slid in the bed and banged my head hard on the end of it. Then it rolled the other way, and I slid down the bed and banged my feet hard on the other end. I found it necessary to hold on tightly to prevent my body from sliding from one end to the other with every roll of the ship.

Well, that was an impossible situation, and when we got south the heat was unbearable, so I decided to go outside and sleep on top of the radio shack. I soon discovered that I could have easily been thrown overboard, due to the ship's violent roll. To correct this problem I tied myself down to something, and I spent a comfortable night sleeping under the stars. In the morning when I awakened I discovered that my pajamas and I were covered with black soot. It turned out that the cook was burning soft coal in the ship's galley, and the smokestack passed right through my state room and up into outer space.

The radio room had a settee that ran fore and aft, so I fixed my bed there and tried sleeping in it. About 2:00 every morning I was awakened by severe stinging and burning of my feet. Examination revealed that little red ants were coming out at that time and biting my feet. It took several nights of this experience, followed up by ant killer spray, to kill them all.

Now we were approaching the Panama Canal, and I learned that on the previous trip, the *SS Sutermeo* had been inspected when it tried to enter. The government inspectors discovered sunlight passing through the bottom of both lifeboats, so the ship was held until the company bought two new lifeboats. That was a safety factor in our favor. I also learned that on the previous trip, before I came aboard, the radio operator did not send or receive anything. Nothing was working. I got

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things working so I was treated like somebody special.

On our outboard trip we carried iron pipes below deck and some kind of explosive material in steel drums chained down on deck. In the tropics they kept the temperature below 140 degrees by cooling with a water hose spray to prevent them from exploding.

One night about 10:00 p.m. the first mate came up to the radio room to sit down and rest. He was completely exhausted. He had been chasing the steel drums all around the deck, because they had broken loose. It had been a two-hour ordeal before he was able to secure them properly.

Another interesting feature of this voyage was the water in the radio room. This vessel was constructed with the radio shack lifted by a derrick and mounted on top of the galley. It was then bolted down and caulked at its base to the deck. Either they did not caulk it or the caulking deteriorated. The result was that due to rain and/or ocean spray, there was a consistent flow of water into the radio room. In fact, it sometimes reached a depth of six inches as it sloshed back and forth with the roll of the ship.

This meant that I had to walk barefoot most of the time and then get my feet burned up when the floor was dry and a hot deck occurred. Additionally, when I was transmitting I had to sit in a chair with my feet propped up on a box to keep them out of the water, so I would not get electrocuted when I pressed the telegraph key.

We stopped at west coast ports and ended up at Bellingham, Washington where we took on a load of lumber. When we sailed from there, all below decks were full of lumber and we had a deck load of lumber chained on. We were unstable as it was without making it more so with the deck load.

Every three days we met another ship of the line coming in the other direction. On one occasion I worked another of our ships 200 miles south of us and asked the operator to listen for my emergency transmitter. He reported that my UV210 rig came in fine, and he wanted to know when they were going to put one on his ship. This transmission was on 600 meters at noon.

It was during Prohibition but in order to break the monotony of the trip, the cook started brewing beer for the benefit of himself and a few of his friends. The Captain could not understand why all the food tasted like beer.

Off Mexico we ran into a storm and the forward hold filled with water. The ship went down two feet by the head and it became difficult to steer. When we were eating lunch the ship suddenly shuddered and stopped momentarily. The Captain said, "We hit another damn whale."

Eventually we arrived home at Port Newark safely and so ended one of life's experiences.

The next day I reported to Radiomarine to have them make good on their promise to me. They said, "What do you want?" I replied, "I want a ship with an ET3626 transmitter." That was a MOPA with two

UV211 tubes in parallel for the oscillator and six UV211 tubes in the final amplifier.

They told me to go to Bayonne, New Jersey and sign on a Gulf tanker, the *MV Gulfbird*. They said, "There is only one problem. The captain will try to have you sign on to do the paperwork, including payroll. Our contract doesn't call for that. If that happens, you walk off the ship, telephone us, and stand by that phone for a call from us!"

Sure enough, the Captain stood at the gangway as I boarded and said, "Sparks, put your suitcase down and the mate will show you the paperwork you're required to do."

I turned around and walked off the gangway. The captain said, "Where are you going?" I said, "I'm going home." He spoke again. "We're sailing in one hour, you can't do that." The upshot was that I sailed. I smiled every time I passed the mate's room and heard him pounding the typewriter. It could have been worse; it could have been me!

This voyage was also an eventful one. Here I was with my pride and joy, a powerful CW transmitter, and I could not use it because the captain imposed 'radio silence.' The reason was that he and the captain of the *Gulfhawk*, a sister ship, were playing games. They were playing hide and seek on the ocean, trying to sneak past each other and burn less fuel without the other finding out where they were until they docked together at each port. Then they compared notes.

The *Gulfbird* did not have short wave equipment, so I had to copy press from WII on 4,000 meters and WNU wherever I could hear him.

Since the shore stations charged a fee of \$5 each time a ship copied their press, it was standard practice on cargo vessels to ignore the payments and steal the press. On some nights in the tropics, the roar of static was so strong on long waves that I could not copy the press. The captain blackmailed me with the statement that if I did not copy press every night, he would take the copies that I did have and report me for stealing them. That was the beginning of a lot of fun. From that day on I did not copy any press. Instead I made it up from my imagination. I had 2,000 Chinese dying in a flood in the Yangtze River. I had terrific baseball games with teams that he had never heard of, and fantastic prize fights by fighters that he had never heard of either. And to top it off I created a super murder mystery, which I would follow up on a daily basis. When I attended breakfast I would hear the other crewmembers discussing the murder, and I would get ideas as to how to describe the next episode.

When both ships docked at Las Piedras, Venezuela, my captain took all of his copies of my press over to visit the captain of the *Gulfhawk*. Nothing matched. The next day I entered my radio room to find my captain looking in all the drawers, trying to find the newspapers from which I had copied all my press reports. I might add that the operator on the *Gulfhawk* was new and had brought his own short wave receiver aboard.

The next episode on the *Gulfbird* occurred when I

was copying the half-hour-long weather report on long wave with crashing static. There were numbers that I could not hear. They disappeared under the crashes. I left them blank. The captain demanded that I copy all of them. So whenever that happened, I just hit whatever number key was convenient on the typewriter. I discovered that the captain drew up his own weather map each day, because he did not trust the official weather reports. He got some crazy looking maps from my reports. One day he called me into his cabin and said that according to my report, "We're going to have the worst storm known to mankind." He said, "You have a #6 here. That's the barometric pressure meaning that the pressure is 26".

Faced with this problem, I looked in a book entitled *Radio Aids to Navigation*. I learned what all the numbers meant. From then on he got numbers that meant something, even though they actually were missing from the air. His maps were still questionable.

The Gulf Oil Company ships had a reputation of being starvation ships. Actually, there was plenty of food. The only trouble was that it was slop in the form of greasy Spanish food. You ate just enough of it to stay alive.

I had the opportunity of sailing on a number of ships, because whenever Radiomarine needed someone to make a pierhead jump, I was available. That being the case, my next ship was the Standard Oil of New York tanker *SS Socony*, WSCV. This ship had only a 4,000-barrel carrying capacity, but it towed a 4,000-barrel, four-masted barge at the end of a 3" diameter, long, flexible metal rope. The barge was named *Socony No. 92*. When towing the barge the *Socony* cruised at 7-1/2 knots. When all the sails were raised on the barge, this combination increased its speed by an additional 1-1/2 knots. The *Socony* was equipped with a push/pull, self-rectified transmitter using a pair of UV204A tubes. It was powered by a Crocker Wheeler alternator, which had been converted over from its use on a spark transmitter. The barge was equipped with a 1KW Marconi quenched spark transmitter that was powered by a steam powered electric generator that only ran at night to power the lights.

On my first trip on the *Socony*, the alternator burned out, and we had to communicate with shore by sending a note over to the barge in a bottle for the barge operator to transmit. When we arrived in Beaumont, Texas I took the barge operator (a new man) to an auto repair shop, and we each bought a used model T Ford ignition coil. We used them hooked across the antenna and ground with a homemade spark gap in between. We used no tuning coils whatsoever.

Since the ships were about one city block apart, we did not use our powerful transmitters to communicate; we used the spark coils. That caused an interesting problem, because the barge captain was a fanatic about listening on his portable broadcast receiver. He also had an exaggerated opinion of his importance. So when all the interference from the spark coils occurred, he went running around, looking for the source of the trouble. The barge operator kept the spark coil hidden

in a drawer. He and a few of his friends in the crew had a ball watching the captain going nuts looking for the source of the noise.

On one occasion while traveling south there was another ship ten miles away on the horizon, going north, who called me and asked the identity of the ship towing a barge. I answered and learned that that ship was the *Temple Pier*, a British ship. I asked him to listen for my emergency transmitter, and then I called him using my Ford spark coil rig. He reported me "loud (and clear but very broad)." He said the signal peaked at 280 meters.

We were going 7-1/2 knots southbound, and he was going 10 knots northbound. We arranged to call each other every hour until we lost contact, which was after two hours. These transmissions were during daylight hours.

My next assignment was as chief operator on the *SS San Juan*, a second-class passenger ship running between New York and Puerto Rico. It so happened that every morning around 2:00 a.m., bed bugs would show up in my bunk and bite the hell out of me. I would kill one batch but the next night more would show up. I left promptly when we arrived back in New York. God sent me a message by way of the bed bugs to quit this ship. Its next voyage was to go through the Panama Canal to California on a charter cruise. It was in a collision with an oil tanker in a dense fog off the coast of California. Years later at a Ham meeting at Colts Neck, New Jersey, I met the wireless operator of that tanker. He told me that while the ships were wedged together, one of the operators of the *San Juan* was able to climb aboard the tanker and assist with the distress communications. I don't know what happened to the other fellow, but there was heavy loss of life.

My next adventure was aboard the seagoing tugboat *Susan A. Moran*. She was chartered by the New York Yacht Club to be the official starter boat at the forthcoming international yacht races at Newport between Sir Thomas Lipton's yacht, the *Shamrock VII*, and the American yacht. When that event was over, the *Susan A. Moran* returned to her normal pursuit, which was towing garbage barges from New York out to sea and dumping the load. That was okay until the wind blew in the wrong direction. The garbage was supposed to be dumped when they were 40 miles out to sea beyond the Scotland Lightship. Actually the procedure was to go six miles beyond the Scotland Light at night, look around, then dump the load if there were no vessels nearby. In the meantime, all the nice New Jersey beaches were being covered with garbage, and none of the Jersey officials could find out where the garbage was coming from.

The romance of being a wireless operator was now over, and it was time to decide where to go to college. I now refer back to my start in this business. When I got fired from my first ship I started looking for a job with some shipping company with which RCA did not have a contract. To my surprise, every shipping company that I contacted had some kind of contract with Radiomarine Corporation (RCA). One either worked for

Radiomarine or worked for nobody. That was a frightening situation, because I wanted to become an electrical engineer specializing in radio. What if I graduated from college and was suddenly blackballed somewhere by RCA. Then I could never get a job. So I decided to become a mechanical engineer. The result was that I obtained a mechanical engineering degree from Stevens Institute of Technology, the best college in Hoboken.

The Great Depression was still on at gradation time. There were no jobs in engineering so I got a job loading and unloading trucks at \$5 per day. I could work only four days per week, because I was too tired to work a fifth day. That went on all summer, but in September I decided to try my luck going back to sea.

On a Friday I made my decision. When I awakened and turned on the radio Saturday morning, the big story was that the *SS Morro Castle* was on fire and had been burning all night off Asbury Park, New Jer-



"Ace" Winter, Radio Officer at the door of Wireless Room aboard the *S.S. Oriente* - 1934.

sey. On Monday morning I reported to Radiomarine and was assigned to the *SS Oriente*, a sister ship of the *Morro Castle*. The *Oriente* was arriving in a few days and was scheduled to replace the *Morro Castle* on its weekly run to Havana, called Habana by the Cubans.

Let me tell you about my schedule as 3rd Radio Officer aboard the *SS Oriente*. Incidentally, the operators were now called "officers." I was assigned to the 4:00 to 8:00 watch, which is normally the best watch. I wondered why I, the 3rd Radio Officer, got the best watch. I soon found out. It so happened that the ship sailed at the beginning of my watch and docked at the end of my watch. In addition, I was assigned to wait for the FCC radio inspector to arrive and stay with him when we docked in New York, and then run the music machine from 2:30 p.m. until we sailed at 4:00 p.m. After finishing my watch at 8:00 p.m. I was required to run the music machine for the passengers until 9:00 p.m. That meant that when arriving in New York I was on duty from 4:00 a.m. until 9:00 p.m. the following night. While the Company liked this efficiency, it was rough on the 3rd operator.

As a result of the loss of the *Morro Castle*, the Company replaced it with the *Oriente* and then brought the *SS Havana* out of mothballs to replace the *Oriente*. I was supposed to be transferred to the *SS Havana*, but the deal did not work out. The Chief and the 2nd Radio Officer on the *SS Oriente* did transfer to the *SS Havana* and were waiting for me to join them, but they sailed without me. In the meantime, two more experienced operators came aboard the *SS Oriente* to replace the two who had left.

The new chief was a rabid Communist who loved to associate with the lady passengers and be a big shot with his three gold stripes on his epaulets. On New Year's Eve and New Year's Day in 1935, we were docked at Havana. The second operator and I went to the world famous gin mill known as "Sloppy Joes" to celebrate. When we returned to the ship, our Chief was drunk and all in a stew. By a peculiar coincidence, his epaulets had disappeared, and he was unable to associate with the ladies. The deck steward's uniform was exactly the same as his, minus the epaulets. He assumed we had something to do with that; he became enraged, pointed a loaded six-shooter at us, and threatened to blow our brains out. Then in his stupor he said, "Comes the revolution." He then took the receiver apart and hid the gun in it. It so happened that our second operator was in the Naval Reserves, as was our Captain. They served together on the same Ward Line ship in Havana Harbor during the Batista revolution, so our second operator felt comfortable having a long talk with our Captain. The next day as we were arriving in New York, our Chief Mate, who was a big, powerful man, entered the radio room and told our Chief to give him the gun, which he did. But he removed it from the transmitter and not the receiver where we had seen him place it.

Some years later it was reported on the radio and in newspapers that our Chief Operator was run over and killed by a truck in Boston, and was being followed

by the FBI at the time. The FBI was unable to determine whether that incident was an accident or not.

At midnight one night on a southbound voyage aboard the *Oriente*, the second mate (our navigating officer) entered the radio room, very excited, as I began my midnight to 4:00 a.m. watch. Frankly, he did not know where we were. He asked me to get a radio direction finder position from coastal stations since the ship's DF was not telling him anything. The only station I could get was at Cherry Point, North Carolina, who said his position report was unreliable because of "night effect." So there we were, steaming along at 21 knots with 500 passengers and a crew of 400 in the darkness with possible reefs in the vicinity.

At midnight we were scheduled to sight a buoy and then make a right turn and head for Jupiter Light, which should be visible at that time. The trouble was that there was no Jupiter Light. At that time we made a right turn and steamed for four hours until finally, at 4:00 a.m., we saw Jupiter Light in the distance. Then we got back on course, and the mate and some others felt a sigh of relief that no one else knew about.

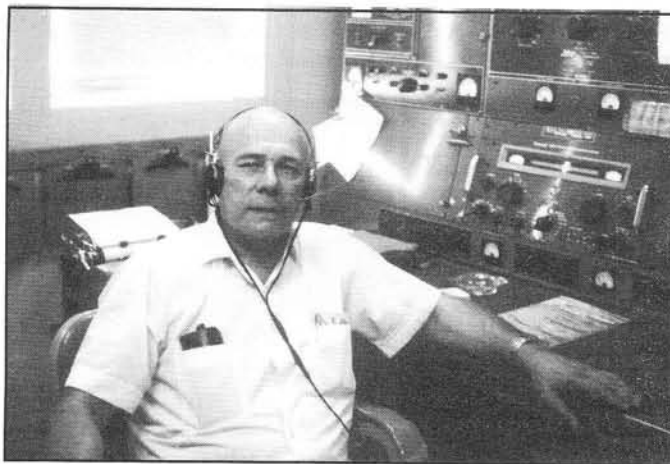
Two months later the *Havana* struck a reef while looking for that same buoy and hung on there with the bottom ripped out of her and with a full load of passengers aboard. I had missed being on her and was still on the *Oriente*. As the *Oriente* was leaving Havana at 6:00 a.m. (a new departure time) we heard the *SS Havana* calling us for help. They wanted to be towed to safety. They had been calling all night, but we sailed late in order to load more freight. The crew on the *Havana* thought we could pull her free of the reef. The water next to it was 13,000 feet deep; had we indeed pulled her free, she would have gone down in a hurry. To make a long story short, the two radio operators remained aboard for two months while salvage was being done. I was quite glad I had not been successful in making the transfer.

The next accident on the Ward line (which I again missed (was the sinking of the *SS Mohawk*. The second radio operator on the *Oriente* and I had become friends. The Company transferred the Clyde Mallory Line ship *Mohawk* to replace the *Havana*, so we were interested in transferring to the *Mohawk*. The only problem was that the *Mohawk* used Mackay Radio for communications and we were with RCA. But my friend who was a lot older than I claimed to have friends and connections in Mackay and said he could work out a deal to get us transferred.

The transfer did not go through, and God was with me again. On a very cold night with the temperature around 5 degrees, the *Mohawk* sailed out of New York. The hydraulic system to the steering engine froze, and the ship was being steered by hand. A mix up in signals caused it to have a collision with another ship, and it sank off Atlantic City, taking with it 45 people, including the chief radio operator. The second operator was saved after a desperate attempt to cut loose the lifeboat while in the water, frozen to the lowering ropes, with the ship leaning above him at 45 degrees.

"Is truth stranger than fiction?" The second operator on the *Mohawk* was named "Cole." The operator who replaced me on the *SS Sujameco* was also named "Cole." Was this the same person?

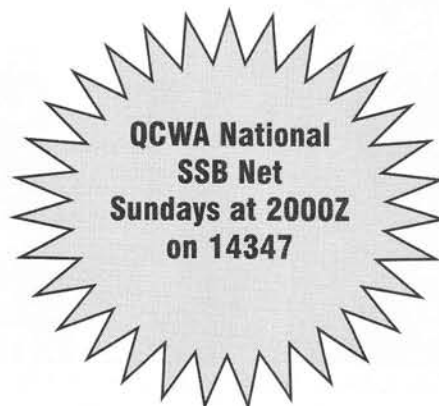
After years in a successful business career, I spent the last 14 years of my working life as Sales Manager of a group of small companies that were family owned and had as its president a man who had been a radio operator in the German army during World War II. We had a lot of interesting stories to tell each other. During this period my old friend, Matty Camillo W2WB, talked me into renewing my First Class Radiotelegraph license and going back to sea during summer vacations. He said, "Now that there is a union, you're treated with respect. They call you 'Mister' instead of 'Sparks.'" It turned out that operators were now getting three



Radio Officer "Ace" Winter on duty aboard the S.S. Santa Maria - 1966.

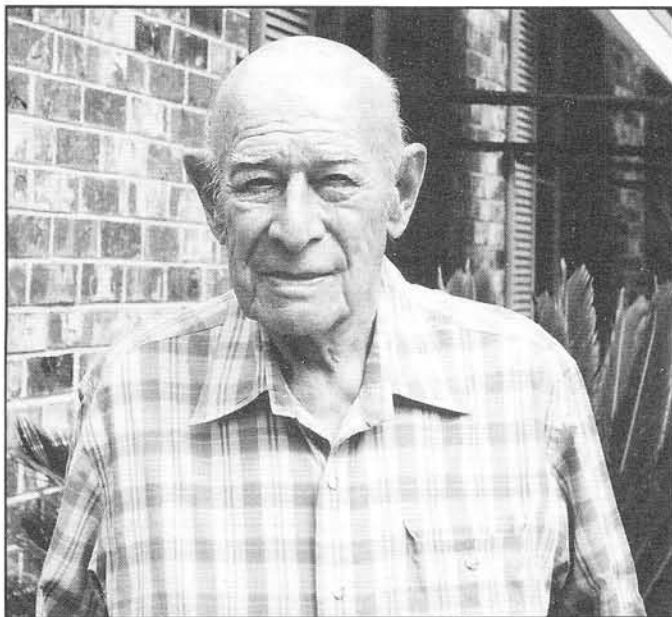
months' vacation, and relief operators were in great demand. So I tried it. I took four summer vacations aboard passenger ships: the old *Santa Maria*, the new *Santa Maria*, the *Brasil*, and the *Santa Mercedes*.

My seagoing adventures ended with a bit of excitement aboard the *Santa Mercedes*. When northbound from South America, our captain received orders to arrive at home port one day ahead of schedule. To accommodate this order our course was changed to run directly from Panama to Kingston, Jamaica, instead of making another stop before going to Kingston.



The night after leaving the Panama Canal our second mate, who was our navigating officer, entered the radio room, very excited and wondering what to do. He said that the straight course we were required to take in order to make up time would lead us over waters with a great many undersea mountains that rose and fell from time to time. He claimed that the last government survey of them had occurred five years prior. We were due to pass over one of these mountains at 2:00 a.m., and he did not know if we would clear it. We were fully loaded with a draft of 27 feet. Under certain circumstances the mountain could have a depth above it of less than 27 feet. He simply did not know what to do. Upon hearing this news we put the emergency batteries on charge at midnight and waited for the 2:00 a.m. crash. Two o'clock came and went. We were sailing along at 21 knots with a full complement of passengers and crew and nothing happened! The following morning we radio operators visited the chart room to look at the chart developed by the depth finder and saw that the depth at the critical time was only 30 feet. Whew!

And thus ended my seagoing career with the firm knowledge that God was indeed with me. Yes, I understand the meaning of "Rugged Individualism!"



"Ace" Winter W2ADB QCWA #00426, age 93. The photo was taken at his home in June 2003.

Sometimes life is just a matter of holding on. As someone once put it: "The giant oak is just an acorn that held its ground."

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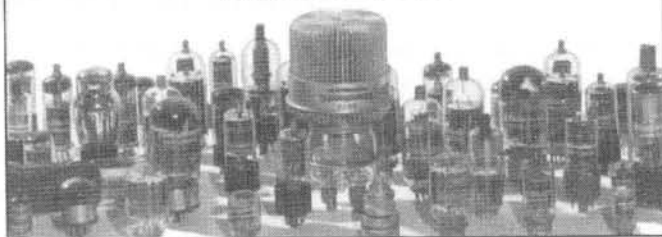
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The **U**LTIMATE ELMER

-- by Tom Webb, W4YOK

Shirley Wilkerson, Jr. of Henderson, KY was listening to 75-meter phone that last night during the winter of 1941-42 before amateur radio in the United States was shut down because of the impending war. He remembers hams saying "So long, 73, see you after the war."

Shirley received the call sign W4TBU after the war and set out on a long ham career which included maintaining hundreds of schedules with his ham friends who left the little town in western Kentucky to seek their fortunes elsewhere. He was also responsible for mentoring dozens of new hams, patiently pounding out five words per minute on his old straight key, going over the theory with infinite patience. Later, when the new hams couldn't get their new homebrew or Heathkit rigs to work, Shirley would troubleshoot the equipment and help the newcomers put up antennas, and encourage them to keep trying when their CQs went unanswered.

He acquired a Hallicrafters SX-42 receiver and a Heath DX-35 transmitter and set out to chase DX. The little rig didn't have much punch, but with his patience and operating skill, Shirley worked many countries.

Shirley was a charter member of the Audubon Amateur Radio Association (now the Henderson Amateur Radio Club), which was formed in 1954 and named after local avian artist John James Audubon.

When I went away to college in 1956, I gave Shirley my 500 watt 812A / 811A transmitter. He put up a 15-meter "needle bender" beam and became a force to reckon with. Sometime in the sixties he acquired the Collins S line shown in the photograph.

Recently I asked him how many countries he had worked. "I bet you have all of them," I said. "Oh, no, I don't have all of them." "Name one that you don't have," I countered. He smiled and said "There are several that I don't have, but I can't think of them right now."

As far as I know, he's never applied for any awards, not even DXCC.

Art Jackson, W4TOY, left Henderson in September of 1960 for a six-month job stint in Alaska working on the BMEWS (Ballistic Missile Early Warning System) line. Shirley maintained a schedule on 15 meter AM phone with Art every day of those six months and ran phone patches so Art could talk to his family. Art states today that those phone patches were a blessing. Long distance telephone calls were



Shirley Wilkerson, Jr., W4TBU. Photo by Charlie Harpole, K4VUD

prohibitively expensive in those days.

During Hurricane Andrew in 1992 when USA Today reported "The fragile Florida keys have not been heard from...." Shirley established contact with ex-Hendersonian Gerry Wood, WB4ZQN in Key West on 20 meters and reported to the media that all was well in Key West except the telephone lines and many power lines were down.

A young woman in Nashville contacted Shirley to see if he could locate her fiancé who was visiting in Key West at this time and had not been heard from. Shirley contacted Gerry who found the young man in the Hog's Breath Saloon, safe and sound. This was quickly reported to the woman who expressed profound gratitude and relief.

Shirley kept schedules and ran phone patches for all of his young ham friends when they went away to

WOULD YOU LIKE TO BE A QCWA DIRECTOR?

As a paid up member of QCWA for at least two years, you are eligible to run for office by collecting supporting signatures from 25 other paid up members. You must have this procedure completed and in the hands of our General Manager before 31 December 03. Your name will then be placed on the voting ballot for the next election. The term of office for successful candidates will be from 1 Sep 04 to 1 Sep 06. It is suggested that you gather a few extra signatures, in that some members don't realize their membership may have lapsed.

college. And, as we have since scattered to all parts of the country, he still maintains weekly schedules with all of us from his shack in Henderson.

In 1970, Shirley, Steve Marstall (K4DWO), and I went to Nashville, TN to take the Extra Class examination. We were all a little nervous about the 20 WPM code receiving test, and at the end of the session, before the last dit had finished echoing around the room, Shirley had a cigarette lit and had taken a deep drag. I wish we could have photographed that act. I'm sure it would qualify as the fastest such event ever.

We all passed.

Shirley was always a man with extraordinary physical strength. When the ham club needed something heavy moved, or a large beam installed on a tower, they didn't go for a block and tackle; they went for Shirley.

One afternoon while engaged in a game of billiards at our favorite watering hole in Henderson, Shirley drew back his cue and accidentally hit a seated patron in the side of his head. The guy dropped to the floor, unconscious. He had what appeared to be a permanent round indentation in his temple. While we were debating whether to call an ambulance or the undertaker, the fellow came to and insisted that he was fine, and seemed primarily concerned that he spilled his beer when he fell. Shirley bought him another and all was OK.

Sometime in the mid-seventies all of his friends chipped in and bought him a Clipperton L linear amplifier, to partially repay him for the countless deeds he has done for all of us, schedules, repair jobs, phone patches, encouragement and so on. The amplifier is still in use in his shack, but he says all of the components except the knobs have been replaced at least once.

In 2001, Kentucky Governor Paul Patton presented Shirley with a Kentucky Colonel's commission. Governor Patton's accompanying letter stated "You have used your skills as an amateur radio operator on many occasions to assist others in need. When natural disasters wiped out other forms of communication, you were always there, around the clock, to relay vital messages to emergency workers and concerned family and friends. I am pleased to commission you as a member of the Honorable Order of Kentucky Colonels."

Well said.

Shirley's friends planned a celebration for his 80th birthday in October of 2001 at my home in Texas. A few days before this, Shirley suffered a stroke and was unable to travel. So, K4JDE, W9HAK, N9OAM, WA9ZFM, and others installed his gift, a GAP vertical, in his back yard in Henderson. This allows him to get on the WARC bands.

I'm happy to report that Shirley has recovered fully and is back on the bands.

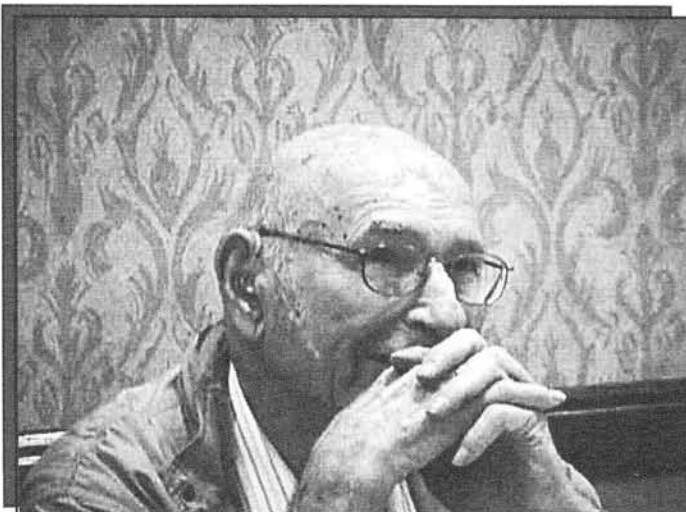
Dallas Convention Snaps



Director Alan Pickering, KJ9N and Blanche Randles, W4GXZ engaging in quiet conversation.



Director George Roach, VE3BNO looks over the south 40.



President Emeritus Leland Smith, W5KL takes it all in.

RANDOM RECOLLECTIONS OF AN OLD HAM

-by George Hart W1NJM

(A journalistic history of the life and times in Amateur radio of George Hart, W1NJM)

In the Fall, we were left wondering if George and Louise would get married or breakoff.

Much to my astonishment, she accepted. We were married in March of 1939 and moved into a small apartment in Hartford. I hit Mr. Handy up for that raise he had promised and my salary was increased from \$22 to \$24 a week. This was hardly enough for one person to live on, but somehow we made it do, with a little financial assistance from my mother and one of Louise's doting uncles, until 1941, when the U.S. entry into war changed everything.

We moved into our little "doll house" in Newington in April of 1941- the house where I still live (June, 2001), although much expanded. It was a little four-room Cape Cod with a minuscule open side porch, but to us, after living two years in a 2-1/2 room second floor apartment, it was paradise. Here I established my own personal station after over 11 years as a licensed amateur. I had operated 3NF and W3NF, W8YA and W1AW, was still operating the latter, but now I was going to operate W1NJM, my new call as of early 1941. I still held W3AMR at the farm, but by then big brother Ed had moved back there and was firmly established in his third floor apartment. When I visited "home," I operated W3NF. But at 66 Highland Street in Newington I appropriated one of the two tiny bedrooms as my "shack" and set up a station of sorts. It wasn't much, and after operating W1AW for six hours a day, coming home to my breadboard junk heap was an anticlimax at best, I nevertheless took pride in at last being a whole amateur radio operator with a station of my own. From that time until the present, except for my 2-1/2 years in service during the war, there has always been a WINJM presence on the air and at the farm, after Ed moved to southern New Jersey, W3AMR. So, although my ham radio-operating career began in 1926, my ham radio station career began in 1941.

Getting acclimated to married life did not come easy for me, and no doubt Louise, a shy young girl with a very sheltered upbringing cast among total strangers in a strange new city, had even more problems. Add to this my unusual working hours, from 9 p.m. to 3 a.m. most of the time. We would have supper at the usual time, 6 p.m., a couple hours of togetherness, then I would be off to work, a distance of about 5 miles. She would go to bed at her usual time, 10 p.m. I would come home at 3:15 a.m. or so, usually waking her up. She would get up at 6, make her breakfast, then sit and read the newspaper or a book or do minor household chores until I got up about noon and we would have lunch together. On spring, summer and early fall afternoons we would usually stroll over to Elizabeth Park, only a few blocks away, sit on the benches, stroll among the bowers, feed the ducks. In winter we might go to a

movie matinee or play cards. We were definitely not bored. We were young, newly married, very much in love and we tolerated the inconveniences. Within a few months Louise settled into a pattern of staying up until I got home at about 3:30 a.m., then we would go to bed together, get up at noon, have breakfast, supper at 6 p.m.. Once we "got into the swing" it wasn't too bad.

Once, just a few days after our marriage (there was no honeymoon), I went to play pool with Fritz after work, a thing we used to do frequently before I was married. Fritz was unemployed (countless thousands were, then) and spent a lot of time with me at W1AW. When my shift was up at 3 a.m. we would go over to ARRL HQ in West Hartford, where the League had a sort of recreation room in the basement, and use the pool table therein, a gift of our then advertising manager F. C. Beekley, W1GS. On this particular night Fritz proposed a pool match and, without thinking of my bride asleep in our apartment, I assented. We played pool until almost dawn. When I came home I found Louise in hysterics. She had awakened at about 3:30 a.m. and found my side of the bed empty. At about 4 a.m. panic overtook her as she imagined the possibility of my lying dead of electrocution behind one of the relay racks at W1AW. We had no telephone, it was four o'clock in the morning, and what was she to do? She lay in bed weeping, and when I finally crept quietly into the apartment she got up and flung herself into my arms. Not until then did I realize what an inconsiderate thing I had done. It brought home to me very strongly the responsibility of marriage, a lesson I never forgot.

WAR

In the main, however, married life continued serenely. When WWII started in September of 1939, six months after we were married, nothing much changed. I registered for the draft, as required, but did not expect to be called. I was a married man, almost 27 years old. Most people were of the opinion that the Germans would soon be crushed and we would not be involved. But as time went on and the war took a turn for the worse for the Allies, who had the sympathy of most Americans, draft quotas rose. Several people at HQ went into service and others had the draft breathing down their necks. In 1940 I had been offered a commission in the Signal Corps but turned it down, aware of my responsibilities as a husband and having no lust for that kind of adventure. If I had taken it I probably would have wound up at the end of the war as at least a captain, more likely as a major or lieutenant colonel, assuming survival. To me, survival was the key. I was as patriotic as anyone, more so than many, but I was determined to tend to my personal responsibilities first, enter the armed services only if I had to. The work at W1AW went on, little affected by the war. Now, as a

married man, I wanted to get back all the time that Hal owed me for the many times I had worked his shifts, and I presented him with my record of some hundreds of hours. He was greatly taken aback but promised to fulfill his obligations and started doing so by showing up in the middle of my shift and telling me I could go home. I went along with this for a time, then told him that since I had worked for him at times he requested, I wanted him to make up the time at my convenience, not his. He took this with little grace and said we'd do it his way or not at all. After all, he was my boss. He never did make up all the time he owed me, and relations between us were strained after that - for that and other reasons. I was out for a Sunday drive with Fritz Cowles, his girl Marge and Louise when the announcement came over the car radio that the Japanese had bombed Pearl Harbor. I had never heard of Pearl Harbor. That evening Hal came to our house and told me not to come to work the next evening because amateur radio was off the air "for the duration" — an expression that became increasingly common during the next couple of years. So the next morning I checked in at Mr. Handy's office at 38 La Salle Road and was told the FCC had granted W1AW special permission to continue operating, but only for the purpose of contacting amateurs violating the closedown order and sending special bulletins pertaining to the League's efforts to have some of the public service work by amateurs continue. So Hal and I spent the next few days to that end. It was surprising how many amateurs continued operating nonchalantly after war had been declared. When we contacted them, they seldom gave us an argument, although occasionally someone would declare he had special permission to continue operating for civilian defense purposes. Our bulletins continued on the normal schedule. Within two or three days all amateur bands were practically deserted, but W1AW kept on operating well into January, until someone at HQ called the FCC and asked them how long they wanted us to continue operating. The person contacted in Washington expressed astonishment that we were still on the air and ordered us to cease operating at once. Meanwhile, Hal Bubbs had left to accept a job at Pratt & Whitney aircraft. I was "chief operator" at W1AW for a month, or a little over, until the station could be suitably "mothballed." W1AW remained shut up and silent for the duration. I went to work at La Salle Road doing clerical stuff, with the prospect of being out of work. I began to think it was time for me to "join up," as several of the HQ staff were doing, since there seemed little future for me at ARRL HQ. The 1940 Signal Corps offer of a commission was no longer available, although the Army was still conferring commissions on qualified civilians in other categories. Commissions in the Navy were still being offered, however, and I forthwith made application, went to New York for an interview and was accepted pending a physical examination. Alas, my eyes failed to pass the test. My sympathetic examiner tried for a waiver but was turned down. Commissions were available only for officers of the line, not for administrative officers. The former had

to have 20-20 eyesight without glasses and mine were 20-30. I returned home greatly disheartened, feeling unwanted, except possibly as a buck private in the Army. I continued working at ARRL HQ as a clerk in the Communications Department under Ed Handy.

Ev Battey, Ed's right hand man, was a lieutenant in the naval reserve, and he left the staff even before Pearl Harbor. Joe Moskey, WIJMY, took Ev's place as assistant communications manager. Joe seemed puzzled that I didn't seem to mind, even though I was on the staff before he was. I said I thought Ed preferred him.

"Maybe so," Joe said, "but you had a legitimate claim and you should have stuck your oar in."

"I've been in the boondocks at W1AW," I said. "You've been right here and much better qualified. You're the right man for the job."

"You'll never get anywhere." Joe admonished me, "if you don't assert yourself. You've been licensed longer than me, have had a lot more ham radio experience, and you're older. I can't figure out why you didn't say something. Don't you want to get ahead?"

It wasn't the first time I had been criticized for lack of aggression. Ev Battey had made some kind remarks about me to Mr. Handy which I had accidentally overheard, but Ed replied that I seemed to lack initiative and drive. I knew that Ed much preferred Joe and if I had protested Joe's promotion ahead of me I knew I would have been turned down. Should I have protested anyway? I knew I wouldn't have, even if I had not overheard Ed's remark about me. So maybe they were right. Maybe I did lack drive; but that was part of my makeup. It didn't make me feel any better, but there it was.

Joe left the staff shortly thereafter to take a job in defense industry which would give him a sure draft deferment. There was no one to promote over me so I assumed this time I was certain to back into the promotion. Instead, Ed made me "assistant to the communications manager" and my status remained that of a low subordinate. Again I failed to protest and felt greatly humiliated instead of angry. I "took it lying down" and my self respect took a nosedive.

But the worst was still to come. Ed Handy was also a naval reservist, a lieutenant commander, but his request for active duty was denied because of poor eyesight. Some time in the middle of 1942, however, he received a visit from a major in the Directorate of Communications at the Pentagon who had been ordered to recruit him as a staff officer in the directorate with the rank of major. This rank was equivalent to a Navy lieutenant commander. Ed had no Army experience but felt he had to accept if he wanted to serve in the armed forces during a time of war, and he was assured by the recruiting officer that they badly needed officers with his qualifications.

George would be the logical successor to the position of Communications Manager but wait until you hear what happened - in the next issue.

Chapters on the Air

NUM NAME	DAY	TIME	NC	FREQ	NUM NAME	DAY	TIME	NC	FREQ
SO CALIF CW	SUN	1100L	K6CD	7034	81 LONG ISLAND QCWA CH	FRI	2030L	W2TLC	146.745
FL SSB	SAT	1300Z	W4KOG	3955	81 LONG ISLAND CH	SUN	1130L	W2TLC	3917
QCWA SSB	SUN	2000Z	varies	14347	85 ARK-LA-TEX CH	MON	1930L	WA9PZL	146.67
FL SSB	WED	1500Z	W4NWF	7274	89 PALMETTO STATE CH	SAT	0843L	N4RM	3930
REGIONAL	SUN	0845L	W2AUF	3917	89 PALMETTO CH	SUN	1700L	N4RM	3695
QCWA CW	WED	2000E	varies	7035	91 VIC CLARK CH	SUN	0900L	VARIES	146.79
1 CLEVELAND CH	WED	2000L	W8LYD	146.85	94 ROADRUNNER CH	WED	1400L	WB5YYX	146.72
2 CHICAGO AREA CH	1stTh	2130L	W9MOL	147.15	102 DAKOTA CH	SUN	1400Z	VARIES	3889
5 DELAWARE VALLEY CH	SUN	0945L	W2UAE	3917	106 GERMAN CH	MON	1630Z	DLOQCW	3773
6 PITTSBURGH CH	SUN	0830L	N3GMI	147.03	106 GERMAN CH	TUE	1730Z	DL1MEB	3576
7 SOUTHERN CA	SUN	1000L	W6ZRZ	147.36 +	107 CENTRAL FL	SAT	0900L	W4LHP	7243
7 SOUTHERN CA	SUN	1000L	W6ZRZ	445.275	107 CENTRAL FL	THUR	1230L	W4LHP	14245
7 SOUTHERN CA	SUN	1100L	W6WHM	7234	108 BEAVER STATE CH	WED	0800L	W7LVN	3926
8 UPPER MIDWEST CH	SAT	0800L	W0KHG	3877	109 BATON ROUGE CH	SUN	2000L	VARIES	146.79
9 SOUTHWEST OH	SUN	1330L	K8YDP	3975	109 BATON ROUGE CH	SUN	0830L	VARIES	3905
10 MICHIGAN CH	SUN	0800L	VARIES	3903	110 KANSAS CH	SAT	0730L	KA0RZO	3920
11 NORTHERN CA	SAT	1000L	WB6IMX	146.85 -	111 PALM BEACH CH	THSA	1900L	VARIES	146.670
11 NORTHERN CA	SUN	0930L	WA6AFT	3907	112 YANKEE CH	SUN	0830L	W1GCA	3903
14 SAN DIEGO CH	WED	2000L	VARIES	146.640	114 NORTH TEXAS CH	SAT	0830L	WA5BXH	3933
16 ARIZONA CH	SUN	0600L	W7ER	3890	122 LAKE ERIE TRI-STATE	SUN	0915L	W3QPP	3916
17 ALLENTOWN-BETHLEHEM	SUN	1200L	W3GOS	3990	123 LEE DEFOREST CH	SAT	0730L	VARIES	3940
19 MISSOURI CH	WED	1900L	W9VHL	147.15+	125 NEBRASKA CH	TUE	0100Z	VARIES	146.94
20 BALTIMORE CH	MON	2100L	W3EE	147.285	126 PIEDMONT CH	SAT	0845L	VARIES	3935
21 CANTON OH CH	THU	1930L	VARIES	145.11-	128 PELICAN CH	SAT	0900L	VARIES	145.29
25 NEBRASKA CH	SAT	0830L	VARIES	3982	130 INLAND EMPIRE	WED	1930L	W6HV	1.896MH
28 CENTRAL NY	SUN	1030L	K2MFB	3990	130 INLAND EMPIRE	SAT	0800L	W6HV	3900
29 FINGER LAKES CH	SUN	1230L	W2BCH	3900	130 INLAND EMPIRE	FRI	1600L	W6HV	3900
31 READING, PA CH	MON	2100L	VARIES	146.91	134 PINE TREE	SUN	1430L	VARIES	3942
32 GATOR CH	SAT	0900L	VARIES	145.29	135 MID-MICHIGAN CH	TUE	2000L	VARIES	146.70
33 GUNDERSON PENN-JRSEY	DAILY	2000L	W3APE	3987	138 MARCONI CH	TUE	2100L	VARIES	147.045
33 GUNDERSON-PENN-JRSEY	DLY	1000L	W3APE	14263	140 WYOMING CH	SAT	0800L	AB7BJ	3923
35 MIDCONTINENT CH	THU	2030L	K0YML	146.97	142 NORTHWEST OH	WED	2000L	K8PL	147.27+
37 HARRISBURG CH	WED	2100L	K3IUY	147.12	146 TWIN STATE CH	SUN	0830L	VARIES	3897
38 SAN ANTONIO CH	SUN	2030L	W5HRF	28650	149 NUTMEG CH	SUN	1030L	W1JC	3923
41 DALLAS CH	SUN	0715L	varies	3835	150 DEL-MAR-VA CH	SUN	0900L	NQ4Q	146.820
45 CITRUS CH	TUE	1930L	VARIES	147.195	151 WILD ROSE CH	MON	1900L	VARIES	3747
46 FOUNDER'S CH	SUN	0815L	W2NBTW		152 ROYAL PALM CH	MWF	1630L	K4FA	14190
3917					154 LEO MEYERSON CH	THUR	1830L	W7YQ	145.480
49 PEACH STATE CH	SAT	0900E	K4VN	3857.5	160 UTAH CH	SAT	1100L	VARIES	7272
49 PEACH STATE CH	WED	2000L	K4VN	145.41	162 SOUTHEAST WI	THUR	2100L	N9NBC	147.87
51 TEX-LA GOLDEN TRI	MON	1830L	W5AL	146.85	165 YORK COUNTY PA	WED	2100L	W3AXC	146.97
55 WI CH	SUN	0830L	WA9UVK	3985	169 SACRAMENTO VALLEY	M/THU	1730L	VARIES	3947.5
58 CO CH	SUN	0900L	W9KRE	3905	173 GOLDEN TRI CH	TUE	1930L	W9JRY	147.255
58 CO CH	SUN	0930L	VARIES	146.62	181 HUDSON VALLEY CH	TUES	2030L	VARIES	147.060
62 SUWANNEE CH	SAT	0900L	W4PFJ	3940	181 HUDSON VALLEY	SUN	0815L	VARIES	3917
63 CENTRAL OK CH	SUN	0800L	W5AS	3855	182 NORTHEAST TN	SUN	2100L	W4CZI	145.110
63 CENTRAL OK CH	THUR	1900L	W5HXL	145.21	183 PIONEER CH	SUN	1030L	VARIES	3923
64 EL PASO CH	SAT	0830L	W5RO	3933	188 LOST RIVER CH	1ST W	1915L	K7RFO	146.25+
65 NIAGARA FRONTIER	SUN	1330L	W2AI	3900	191 MONTEREY BAY CH	TUES	1930L	VARIES	146.70
67 AUSTIN CH	SAT	0900L	W5MDL	3920	194 HAWAII CH	1st S	1500L	KH6B	7088
70 NATIONAL CAPITAL	THUR	2000L	VE3QCW	147.03	196 EDISON CH	DAILY	0730L	VARIES	147.345
75 CENTRAL CA COAST	SAT	1000	VARIES	7260	198 MID SIERRA CH	SAT	0700I	VARIES	3908
76 BLUE RIDGE CH	SAT	0900L	W4LSK	3942	205 EASTERN IN CH	THUR	2000L	VARIES	147.27+
77 NORTHERN NJ	THU	2000L	W2IET	147.030	210 OMAHA CH	TUES	1900L	WOOMA	147.36+
79 SUNFLOWER CH	WED	2100L	VARIES	146.82					

QCWA Welcomes New Members

DATE	MEMNUM	NAME	CALL	CITY	ST/PR	SPONSOR	SCALL
06/30/2003	32150	CALLAGHAN, DANIEL D	W8MTD	TIFFIN	OH	J EDW ROBERTSON	K8EMI
07/07/2003	32151	MAYER, ALAN	WD9IRV	HUNTINGTON BEACH	CA	- -	
07/07/2003	32152	ALBERS, RAY	K2HYD	VIENNA	VA	- -	
07/07/2003	32153	HAGANS, ROBERT L	W4SOG	WEST PALM BEACH	FL	ANGELO TAGARELLI	W2TVE
07/08/2003	32154	ROTENBERRY, DAVID A	K4DR	KNOXVILLE	TN	BILL PRICE	W4CZ
07/11/2003	32155	DRZYGA, GREGORY HENRY	NA4N	AMISSVILLE	VA	JOHN B JOHNSTON	W3BE
07/11/2003	32156	HENRY, RICHARD L	WD9DCN	REDKEY	IN	DONALD CHRISTENSEN	W8WQJ
07/11/2003	32157	HUML, RAYMOND G	KC3NU	PHILADELPHIA	PA	- -	
07/14/2003	32158	LAACKONEN, WILLIAM	KC4KM	PORT ST LUCIE	FL	CROFT TAYLOR	VE3CT
07/14/2003	32159	ROBERTS, RICHARD A	WB8SNH	SPRINGFIELD	OH	- -	
07/14/2003	32160	SHERARD, GARY LEE	WA5FLV	CHANUTE	KS	JON A WOOD	W0UHL
07/18/2003	32161	WNUKOWSKI, STAS	KC2AK	SAYREVILLE	NJ	BOB BUUS	W20D
07/21/2003	32162	KIENZLE, RONALD L	KZ7P	CINCINNATI	OH	- -	
07/21/2003	32163	DIETRICH, BOB	W8RDD	OWOSSO	MI	JAMES F BISHOP	W8JFB
07/21/2003	32164	GARDNER, MICHAEL J	W8IJL	TIFFIN	OH	DAN CALLAGHAN	W8MTD
07/21/2003	32165	GREEN, JACK H	W0JG	HUMBOLDT	KS	JON A WOOD	W0UHL
07/22/2003	32166	CRIM, CECIL E	WB0DOG	CHANUTE	KS	JON A WOOD	W0UHL
07/22/2003	32167	HAYNES, JAMES B	KA6J	CLINTON	UT	- -	
07/22/2003	32168	SIME, ROBERT J	WA0BMS	CHANUTE	KS	JON A WOOD	W0UHL
07/24/2003	32169	ROLFNESS, ROBERT S	W7AVK	MOSES LAKE	WA	- -	
07/24/2003	32170	WILHITE, HOYT W	K0ADV	BUFFALO	KS	JON A WOOD	W0UHL
07/24/2003	32171	BURNETTE, J BRUCE	K5PX	BROKEN ARROW	OK	JIMMY JOHNSON	N5VD
07/24/2003	32172	GILL, ROBERT L	N5RG	WEATHERFORD	TX	JIMMY JOHNSON	N5VD
07/24/2003	32173	JOHNSON, DOROTHY J	WD5GPH	OKLAHOMA CITY	OK	JIMMY JOHNSON	N5VD
07/24/2003	32174	JOHNSON, JOHN C JR	KJ5AA	LAWTON	OK	JIMMY JOHNSON	N5VD
07/28/2003	32175	KING, ROBERT R	WD8KRG	TIFFIN	OH	DAN CALLAGHAN	W8MTD
07/28/2003	32176	MARTIN, CHARLES R	W8CRM	BEAVERCREEK	OH	- -	
07/28/2003	32177	PENNEKAMP, WILLIAM B	WA4WGP	CHARLESTON	SC	BRYCE N MYERS	K4LXF
07/28/2003	32178	RICKETTS, RON	WA5VFA	CAROLLTON	TX	BOB PETERS	W1PE
07/29/2003	32179	LEWIS, AL	WB3GRN	YORK	PA	RAY SHAUB	W3AXC
07/29/2003	32180	CECETKA, OTTO	DK6CQ	GERMANY		WERNER LEMBCKE	DL1ZC
07/29/2003	32181	URKON, EDE	HA5BWW	HUNGARY		WERNER LEMBCKE	
			DL1ZC				
07/31/2003	32182	BENNETT, JACK W	W8WEN	ALLIANCE	OH	DAVID GLASS	W8UKQ
07/31/2003	32183	JEFFERY, JAY M	WV8R	CLEVELAND	OH	- -	
07/31/2003	32184	MARRS, ROBERT G	WA6ICK	MOUNT SHASTA	CA	- -	
08/01/2003	32185	REYNOLDS, JAMES IRVIN	KA4BMZ	HARTFORD	KY	- -	
08/04/2003	32186	JENKINS, ROBERT E	W0WPL	CHANUTE	KS	JON A WOOD	W0UHL
08/05/2003	32187	HATCH, TIMOTHY C	WB0WUQ	CHANUTE	KS	JON A WOOD	W0UHL
08/08/2003	32188	FRYER, ALAN	N3BJ	BENT MOUNTAIN	VA	LELAND W SMITH JR	W4YE
08/08/2003	32189	NAY, CARL E	W8NAY	TIFFIN	OH	DAN CALLAGHAN	W8MTD
08/11/2003	32190	YOUNG, RALPH H	N4TG	KINGSPORT	TN	BILL PRICE	W4CZ
08/11/2003	32191	GORDON, KENNETH B	WA1KUL	ORLEANS	MA	DAVID W REGO	W1GCA
08/11/2003	32192	DAVIS, JOHN R	WA5RHF	HURST	TX	- -	
08/11/2003	32193	DIAL, GORDON C	K5SUZ	ADKINS	TX	JAMES M WRIGHT	K5CDT
08/12/2003	32194	BOUTON, HAL	N4QT	CHARLOTTE	NC	DUKE KNIEF	W4DK
08/14/2003	32195	BAXTER, ADDIS TITUS	W4EOG	APPLING	GA	W B BRUGGEMANN III	WA4EQG
08/14/2003	32196	BONE, MERLE C JR	W0EWM	ST LOUIS	MO	JOHN GERMANOS	WB9PNU
08/18/2003	32197	BOND, CLIFFORD J III	NC4CB	WINSTON-SALEM	NC	TOM EMERSON	W4TJE
08/18/2003	32198	PEARCE, GRANT E	W8GEP	WYOMING	MI	JAMES F BISHOP	W8JFB
08/18/2003	32199	LYTER, JAY W	WA3ONG	YORK	PA	RAY SHAUB	W3AXC
08/18/2003	32200	BETTS, WAYNE	WB0FGQ	MECHANICSVILLE	IA	DALE SVETANOFF	WA9ENA

New Members

03/18/2003 32201	BORKGREN, RONALD C	NNOL	ANAMOSA	IA	DALE SVETANOFF	WA9ENA
08/18/2003 32202	DUPREY, GENE JR	K1GD	CEDAR RAPIDS	IA	LARRY WACHA	K0EDO
08/18/2003 32203	KRAMER, KEVIN R	N2AM	BLUE GRASS	IA	LARRY WACHA	K0EDO
08/18/2003 32204	WILSON, CURTIS W	KN0T	WATERLOO	IA	LARRY WACHA	K0EDO
08/25/2003 32205	HEWLETT, TOM N	W5KRL	HENDERSONVILLE	NC	H C KNIEF	W4DK
08/25/2003 32206	CALLAGHAN, JOHN	KB1JGK	BRISTOL	CT	ALEXANDER COHEN	W1FXQ
08/26/2003 32207	WASILOFF, JOHN A	AD8G	N ROYALTON	OH	-	-
08/27/2003 32208	COX, DANIEL L	WOKKS	LIBERAL	KS	LEWIS R ARMSTRONG	AB0RA
08/27/2003 32209	HANSON, WILLIAM S	K0FZG	DULUTH	MN	ALVIN WIECHMAN	WA0YXK
08/27/2003 32210	PRUETT, KARL W	WA0NPK	TOPEKA	KS	ALVIN WIECHMAN	WA0YXK
08/27/2003 32211	RINGQUIST, BILL	KA0CUF	SALINA	KS	WENDELL WILSON	W0TQ
08/27/2003 32212	STAAB, KENNETH C	WD0EAM	TOPEKA	KS	ALVIN WIECHMAN	W0YXK
08/27/2003 32213	TOMLINSON, GEORGE C	NJ0F	HARVEYVILLE	KS	ALVIN WIECHMAN	WA0YXK
08/28/2003 32214	BERMAN, JOSEPH H	N8ATB	ATHENS	OH	-	-
08/28/2003 32215	PRESTON, GERALDINE A	NF1C	SHEFFIELD	VT	AL DILLEY	K1KS
08/29/2003 32216	TURLEY, HAL	KC8FS	HUNTINGTON	WV	-	-
09/02/2003 32217	JACKSON, GERALD A	N5UJ	AUSTIN	TX	HAL HENEGAR	W5MDL
09/02/2003 32218	LONCLE, PIERRE A	AL70C	FAIRBANKS	AK	ALBERT NOE	KL7NO
09/02/2003 32219	MERSICH, EDWARD P	WA6RZW	ELIZABETH	CO	JAMES R BLECHA	W9KRE
09/05/2003 32220	ARMSTRONG, GEORGE R	K9GA	WORTH	IL	-	-
09/08/2003 32221	WADE, ROBERT T	W6RTW	RIVERSIDE	CA	ARLO MYERS	WA6UDR
09/09/2003 32222	CACHULES, GARY N	N2AMC	NORTHPORT	NY	-	-
09/10/2003 32223	MILLER, ALEXANDER F	WB2DOJ	WEEKI WACHEE ACRES	FL	-	-
09/11/2003 32224	OLSEN, GERALD B	W5PSY	DUNCANVILLE	TX	-	-
09/12/2003 32225	CLARK, WILLIAM K	K3MHZ	SILVER SPRING	MD	JOHN B JOHNSTON	W3BE
09/15/2003 32226	DEEM, JAY A	W9GK	ROCHESTER	IL	GENE NAILON	K5DLE
09/16/2003 32227	BUSHMAN, JERROLD L	KN3R	LEONARDTOWN	MD	-	-
09/16/2003 32228	OWENS, ROBERT W	W4RWO	HEADLAND	AL	-	-
09/16/2003 32229	PARKS, DILLION LEON JR	WD5KCD	REYDON	OK	GENE NAILON	K5DLE
09/17/2003 32230	BAUMRUCKER, STEVEN J	WD4MKQ	ROGERSVILLE	TN	-	-
09/18/2003 32231	HAWLEY, JERRY A	KG0GG	BELLE FOURCHE	SD	FRANK SHAW	NU0F
09/18/2003 32232	KING, WILLIAM H	W7MCC	ESPARTO	CA	PAUL WOLF	W6RLP
09/18/2003 32233	YATES, STANLEY E	W3FRA	NEW OXFORD	PA	RAY STRAUB	W3AXC
09/19/2003 32234	STENGER, JOSEPH OWEN	WA0VSW	LOCKHART	TX	ROGER WINES	W5WIA
09/19/2003 32235	ROBERTS, JOE	N5KAT	AUSTIN	TX	ROGER WINES	W5WIA
09/19/2003 32236	FARRINGTON, ARTHUR A	W5GCM	LAWTON	OK	LEROY V ROEVER	WA5BXH
09/19/2003 32237	WEATHERFORD, WILLIAM O	KM5FT	ALBUQUERQUE	NM	-	-
09/22/2003 32238	LAMB, JACK O	WD9ETR	EATONTON	GA	-	-
09/23/2003 32239	DUNBAR, DAVID J	N0RQ	MELISSA	TX	-	-
09/23/2003 32240	FRISBIE, WILLIAM	W3EMH	STERLING	VA	LEN HOOK	KG6ZR
09/23/2003 32241	JAMISON, LESLIE T JR	WR3X	GLEN BURNIE	MD	JOHN JOHNSTON	W3BE
09/23/2003 32242	RYAN, GARY J	W3GMY	GLEN BURNIE	MD	LEN HOOK	KG6ZR
09/23/2003 32243	SCARBURGH, ROBERT	KC3EV	ELLICOTT CITY	MD	JOHN JOHNSTON	W3BE
09/24/2003 32244	COUNTESS, KEN	KN2D	SOUTHLAKE	TX	-	-
09/29/2003 32245	BOHLANDER, THOMAS O	WA3KLR	QUAKERTOWN	PA	H PAUL BOHLANDER	W3VVS
09/30/2003 32246	HYMAN, HAROLD	W1IZQ	ACTON	MA	CHARLES LUKAS	W1DOH
10/02/2003 32247	MONAGHAN, JAMES C	AG4CI	TALLAHASSEE	FL	-	-
10/03/2003 32248	ROSNER, DAVID	WA2MZZ	TARRYTOWN	NY	-	-
10/03/2003 32249	MC CUNE, JUDITH A	N8AIM	NORTH CANTON	OH	H K MC CUNE	W8LNK
12/06/2003 32250	ROEDEL, CHARLES	WA2MXR	BEVERLY HILLS	FL	-	-
10/07/2003 32251	COMM, DAVID R	VE3KL	OTTAWA	ON	CROFT TAYLOR	VE3CT
10/07/2003 32252	FLEISCHER, SAMUEL P	KB3KGI	YORK	PA	-	-
10/07/2003 32253	MEYER, ROBERT N	KB0GT	ROCHESTER	MN	-	-
10/07/2003 32254	WALTERS, MICHAEL D	WA5ICA	BEDFORD	TX	-	-
10/11/2003 32255	BLACKWELL, JOE	AA4NN	LAKE WYLIE	SC	JOHN JOHNSTON	W3BE

10/11/2003 32256 COMBOW, EDWARD ALLEN	WA4EAC	NASH	TN	JOHN JOHNSTON	W3BE
10/11/2003 32257 COX, TERRY A	KB4KA	COLLIERVILLE	TN	JOHN B JOHNSTON	W3BE
10/11/2003 32258 FARRIS, JAMES C	K4AOM	LA FOLLETTE	TN	JOHN JOHNSTON	W3BE
10/11/2003 32259 HUDSON, WAYNE	K5ZG	ELIDA	OH	JOHN JOHNSTON	W3BE
10/11/2003 32260 IRISH, RALPH	W8ROI	UTICA	MI	JOHN JOHNSTON	W3BE
10/11/2003 32261 KASPARA, VERN L	K4YNT	FRANKFORT	IN	JOHN JOHNSTON	W3BE
10/11/2003 32262 WALLACE, ROBERT E	K4YNT	RINGGOLD	GA	JOHN JOHNSTON	W3BE
10/11/2003 32263 WATKINSON, WARREN B	W4FN	KNOXVILLE	TN	JOHN JOHNSTON	W3BE
10/14/2003 32264 LE VEQUE, WILLIAM E	WB8Q	WETMORE	MI	-	-
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THE MORE THINGS CHANGE, THE MORE THEY STAY THE SAME

By Robert L. Rod, K6FZ

(But for ham radio, I know I wouldn't be the same person I am)

Reading George Hart's great articles in the QCWA Journal ("Random Recollections of an Old Han") removed from my psyche any thoughts I may have harbored that I was different than others ... maybe smarter, maybe richer, maybe luckier, maybe who knows what? Sitting in bed next to my computer nursing a cold tonight in January of 2003 at the ripe young age of 82 plus one month, I decided there was a common denominator among many of us, particularly us long-term hams who have seen most everything in electronics. I remember our first non-dial party line telephone and making a crystal receiver by wrapping wire around a QUAKER OATS box almost seventy years ago. Now we watch digital color TV on a flat screen and are overwhelmed with electronic gizmos everywhere we turn. Hart, I assumed from a reading of his narrative, is around eight years my elder and so may have done some other things I failed to grab on to. But a careful reading showed similarities in our actions starting at the onset of our amateur radio careers. I will mention these as I start my own narrative with the hope both old-timers reading will enjoy it and the young awardees of QWCA scholarship grants find the kind of things they too can expect to encounter in life as a result of their amateur experiences.

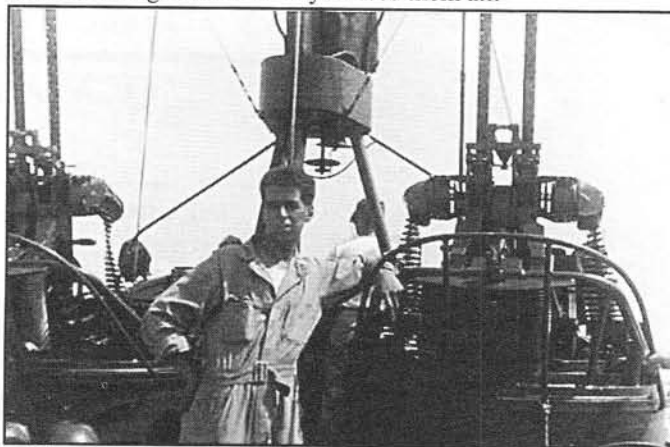
It all started with me when I was around 15 in 1935. I was an avid reader and especially enjoyed a book by Thomas Bailey Aldrich titled, *"The Story of a Bad Boy."* I am sure George Hart read it as it took place in New England and described how a delightful mischief-maker shook up his hometown and his schools. In my later life, I always kept an open eye for engineering some practical jokes of my own.

Every Saturday, the now defunct *NEW YORK SUN* newspaper ran a radio hobby column that once showed how to build a single vacuum tube broadcast receiver. At that time I lived in a 12-story apartment building that still stands at 170 West 73rd Street in Manhattan. To pass idle time, I worked delivering malted milks made by the soda fountain/drug store in the building to the many prostitutes that occupied virtually every four story brownstone on the block (each now worth 4 million up) for which I usually received a then very generous 25 cent tip. I still remember one "lady" who said, "Bobby dear, I don't have any change now but do come back when you're a bit older, and I will make it up." Unfortunately, NY Governor Thomas Dewey (who later in my opinion deserved to be trounced for President by Harry Truman) made good on his campaign to clean up the city from so-called vice, and I never found that kind person when, indeed, I did grow up!

Even then, the quarter dollars did build up augmented by my selling a few dozen *SATURDAY EVENING POST* magazines on street corners for a nickel apiece. I competed alongside destitute unemployed men selling apples for a nickel each in the middle of the Great Depression. With a few saved dollars

in hand, I proceeded by subway downtown for five cents each way (now almost two dollars) to the radio mecca called Courtland Street over which the ill-fated World Trade Center was later built obliterating that street for all time. There next to store names like Davega and Wholesale Radio, all now extinct, I bought a so-called RCA type 30 triode and proudly brought it home, plugged it into my now-completed receiver, connected the 45 volt "B" battery and another lower voltage one for the filament and learned to test for smoke the hard way. That 30 tube lit up like a light bulb for ten seconds and showed by itself to be bootleg by giving up the ghost even though it had the RCA label on the glass and came in a RCA carton. I was distraught until my generous dad forked up \$2 and sent me back downtown to get a real one.

(AN ASIDE: During WWII I spent a year as a radar officer in the Southwest Pacific theatre at HQ 13th Air Force starting in Guadalcanal. One day my boss of electronics, a wonderful National Guard colonel named Gus Hoffman, whom I revered, gave me the cheery news I was to be dropped off in the rear of surrounded Japanese forces by a commandeered Air Force crash boat to 'survey' a deserted Japanese early warning radar running in the old 5 meter ham band. Being young and naive then, I passed the time on the super fast PT-like boat en route to a designated beach landing spot shooting at flying fish (happily swimming alongside showing their prowess) with twin 50-caliber machine guns and luckily missed them all.



The author en route to inspecting 5 meter Japanese radar behind enemy lines after giving up trying to hit flying fish with the twin 50s.

Once ashore and after being half-heartily greeted by an accompanying platoon of tough infantrymen awaiting my arrival, our expeditionary force proceeded to go deep into the jungle, my M-1 carbine at the ready, until the Jap radar came into sight. By measuring the dipole antennas, I found indeed it ran on 5 meters and while scrounging around in the debris, I uncovered a rash of tubes, all made in Japan and each bearing

the same RCA logo as etched on my defunct 30 as well as the Japanese name of its maker. In those days, the Japanese were careful when they copied something and took no chances leaving off things that might be important like an RCA logo! I wondered if these tubes indeed were as crummy as that phony one I got stung with on my first electronic buy on Courtland street? Later on upon considering this find, I thought maybe Japan was supplying us Americans with bogus tubes before they zapped us again at Pearl Harbor!)

(A FURTHER ASIDE: Not yet a ham until late 1937, I often amused myself as my own bad boy by dropping water-filled balloons (aka Trojans at the drug store where I pilfered them) from the roof onto the uniformed doorman standing twelve stories below. I learned first hand to make corrections for windage which served me well later on in the war when I tested accuracy of our airborne radars when flying over Japanese positions. Once to pass the time on these long test flights, I asked my pilot to buzz some genuine head hunters on a nearby island which was adorned with heads of their earlier meals. The Solomon islanders responded to our intrusion by unleashing a flurry of arrows, spears, and rocks which fortunately missed us. Had they prevailed, my ham radio experiences would have been lost in a pot of boiling people stew!)

Returning to 73rd Street happenings before going to college and the war, a chance meeting in the elevator with Gene Black, W2ESO, a fellow resident, changed my life. It was he who introduced me to ham radio and to CW wherein which art he could do 40 wpm both ways while talking! Home on vacation from Georgia Tech, Gene induced both me and later Marvin Fein, ex-W2JUW, to enroll at Tech when we finished DeWitt Clinton High School. Marv and I were both members of the Clinton ham radio club which ran a well-equipped station and later on were active at 'Tech's station, W4AQL, in Atlanta alongside the powerhouse just as George Hart's school station was at Penn State. Tech's station had an attached bathroom that avoided our doing our business on the ground like George did at his obviously second-rate school, but doing what we had to outside was something I learned in service. The only flushing toilet in the Pacific ground war was owned and used by General MacArthur who made sure it was the first thing installed by the Corps of Engineers at each new HQ he established from time-to-time as we island-hopped towards Japan. The rest of us used trees for No. 1 when nurses weren't around and pits for No.2.

Anyway, my meeting Gene helped me first to get licensed as W2KVY in November of 1937. Then he helped me again to build a beautiful portable battery-operated 5-meter transceiver with which I worked stations up to fifty miles away from places like the middle of the George Washington Bridge. It used genuine RCA types 30 and 33 tubes that worked like charms. Gene also introduced me to Larry LeKashman, W210P, a well-known ham in the neighborhood who in the midst of the depression somehow had the bucks to run a huge KW transmitter in a 6 ft rack replete with huge glowing *EIMAC* finals energized by 866 mercury vapor rectifiers whose ever changing blue glow was unforgettable even today. An accomplished CWer like W2ESO,

Larry was at the top of the DX heap. Early in WW II he flew in Pan Am's great flying boats as a radio operator. Unfortunately, Larry was addicted to Coca Cola and drank the stuff even at breakfast. He became a premature silent key after the war at age 44 ending a career that took him into the electronics industry, including time at *ElectroVoice* as sales manager.

My four years at Georgia Tech were greatly rewarding seasoned by a few practical jokes played on unsuspecting victims and tempered by several near expulsions. Whereas George Hart mentioned wiring up one of two chairs in the Penn State ham shack with a Ford spark coil that jolted the poor soul sitting down, we wired a similar Ford spark coil to the brass doorknob of the rather stuffy proctor's room in our dormitory. The results were identical, and stealth paid off. The guilty parties never were found. Later, a full pail of water was perched over the door of the ham shack which was supposed to be triggered to fall over and douse a disliked club member. Instead, it did its work on our station trustee, Physics Professor Gerald Rosselot who unleashed profanity that has never been equaled to this day!

I did not face expulsion until one day when I showed up in class dressed in a T-shirt. Upon being sent back to the dorm to get properly attired, I returned in a borrowed tuxedo and was sent promptly to the Dean of Men for expulsion. The dean, I remember him like he was a brother, was stone deaf and employed a non-electronic hearing aid in the form of a huge megaphone like those on the first loudspeakers. Warned ahead that this character would profess to be sleeping, without any electronic wizardry he could hear a pin drop. I said nothing except I had a deferment from the draft and wanted to finish my education. With a shrug, I was dismissed. The next episode took me before the school president who objected to my breaking into the pantry of our campus-dining hall after its night closing to bring him a sampling of the rancid food being served us for our \$21 a month. Again, my luck prevailed, as it has ever since!

School is more than pranks, and Georgia Tech was determined to make the most of its students. Enrolled in electrical power engineering, I learned all there is to know about rotary dc motors and generators and ac equivalents. Electronics in 1939 was an option with one two-hour elective being offered. Thinking then how useless my knowledge of dc and ac machinery was, it was my fortune to spend five years after the war as research head of Bogue Electric Mfg. Co., in Paterson, NJ. They were the major maker of 400 Hz motor generator sets used widely to service both military and civil aviation. I'll tell you more about that experience shortly.

Pearl Harbor hit me on December 7th, 1941, while I was in 'Tech's infirmary recovering from a bad cold. Not at all coincidental, I had previously answered a brief 'ad' in QST looking for volunteers to be commissioned in the Army's Signal Corps. Replies were directed to George Bailey, a well-known ham and a key executive at the old Institute of Radio Engineers, which later became IEEE. Of special interest to Bailey were radio amateur graduates of recognized engineering schools and those who studied mathematics as a major. My reply was favorably considered, and, lo' and behold, on November 8th, 1942, I re-

ceived a telegram appointing me a 2d lieutenant in the Electronics Training Group ("ETG") of the Signal Corps and was ordered to report to nearby Ft. Monmouth, NJ. Living then with my parents on 49th Street and Lexington Avenue across the street from the Waldorf Astoria, it was no big deal to walk a few blocks to Saks Fifth Avenue as a civilian and emerge a few hours later as a fully uniformed shavetail. Some passing soldiers saluted me, and I tried to return the courtesy without poking out an eye.

At Monmouth we were billeted on nearby Asbury Park's hotel row for basic officers' training that started every freezing cold day on the boardwalk at 6 AM while all dressed in shorts and undershirts only. I soon learned that ETG was formed by the Army to glean highly classified radar technology from British pioneers and from key scientists at MIT. In due course, half the incoming ETG officers were transferred to Cambridge, MA; the other half who volunteered for 'overseas service,' including yours truly, were sent to England. In total, there were some eight hundred ETGers commissioned during WW II of whom hams constituted maybe a few hundred at the most.

In early February of 1943, our groups' overseas marching orders were issued. Report to the dock at West 49th Street just across from East 49th Street on the crosstown bus where my folks and I lived! There you will find the boat to take you to England. Sure enough, the QUEEN MARY awaited us in its camouflage livery. Upon trying to get aboard, I was stopped and told that my ship was an ancient tub moored at Mary's stem. Somehow among the thousands of GIs on the dock, I alone was chosen (without my permission) to escort about a dozen convicts from the Army's Leavenworth Prison to England whereupon their paroles would be granted upon arrival in Glasgow. Sure enough, after someone came up and issued me an M-1 carbine and some ammo, an armored car arrived. As sullen a bunch of handcuffed men in fatigues as you couldn't imagine emerged, and I became their father/master upon signing a receipt for them and another for the carbine. The so-called ship my 'command' and I boarded was the SS THYSVILLE, a Belgian vessel based in South American tropics that the Army in all its wisdom requisitioned for North Atlantic service even though its cabins had no heating or other accouterments expected of a modern transport. Steaming in convoy, the THYSVILLE dropped behind and soon broke down near Iceland where it was rescued by a Canadian corvette. That February in 1943, records will show that the ocean was at its worst. All aboard got deathly seasick not only from the constant motion of the ship but from the Belgian food that was all but inedible.

Although we expected to be torpedoed at any time, and I ordered my charges to stand an hour of watch each in the freezing cold and look for enemy vessels, no German submarine felt it necessary to waste a perfectly good torpedo on us when better prey passed by continuously. I won't bore you with the condition of my assignees; they were treated worse than animals by the crew, and I was glad to swap paperwork receipts and turn them over to awaiting MPs in Glasgow after a 29-day trip

vs. the 5 days taken by the QUEEN MARY. I was told THYSVILLE sunk at the dock in Scotland, which, if true, was a fate it well deserved!

What my answering that ad in QST got me into leads me to follow here on my experiences in wartime England which I shall never forget as long as I live. After an exciting steam powered train ride to London, I was met and taken to the Russell Hotel where ETGers were billeted while being given a few weeks of basic electronics training at the nearby London Polytechnic Institute, a school much like Georgia Tech. Taught by extraordinarily competent teachers mostly recruited from among BBC's engineering staff, the curriculum covered basic ac/dc electrical theory, vacuum valve (tubes to us Yankees) oscillators, amplifiers, and circuits using them, including superheterodyne receivers and transmitters. Basic transmission line and filter theory was followed by review of antennas, mostly single dipoles and arrangements of them used for beam forming. What amazed we Americans was the fact we shared classes with English youngsters around 14 or so who wore short pants and knew more about the subjects taught than did ETGers almost twice their age.

London in wartime was unforgettable, despite constant air raids and shortages of most things we take for granted. Fortunately, American officers had access to our Officers' Clubs and the PX where we loaded up on scarce items the British craved like chocolate, real coffee, cigarettes and all the rest. Being paid \$125 a month, plus 10% more for being overseas, we ETGers also enjoyed a per diem of \$7 to cover food and lodgings. For all the hardships, British theatre kept going as did many exciting nightclubs, and no one was short of female company. But all things come to an end, and shortly the ETGers were divided in half with one bunch being assigned to the Royal Air Force. My group was turned over to the British army for further training at the Royal Military College of Science (RMCS) up north in Bury, Lancashire.

An exciting fast steam train to the north took us to Manchester where we were met and taken to nearby Bury, a suburb. No hotel this time, the group was assigned individually to townspeople for billeting in their homes. A lucky fellow officer landed his billet in a now famous 'house with the front window the American jumped through!' It was known throughout Bury that a surprised unannounced visit home by a Brit on leave from Afuca found his wife entertaining an earlier ETG scoundrel in her bed. The broken window with a big gaping hole in the middle was left unfixed as a subtle warning to newcomers similarly motivated.

RMCS was set up in Bury's requisitioned high school in whose facilities the most amazing set of classes on all secret aspects of radar were held. Subjects included the deepest aspects of VHF and UHF technology plus eye-opener classes on servo systems. Parallel with class work were hands-on instruction with fully operational radar-directed medium and heavy anti-aircraft guns and searchlights erected in the former school's athletic field.

After four months of schooling at Bury, classes ended and

we were finally off to the shooting war. During the Battle of Britain the primary ground defenses against German bombers and later V-1 and V-2 missiles were the responsibility of the British Army's Royal Artillery ('RA'). All antiaircraft guns and searchlights in the UK were manned by a diversified assembly of young women ATS soldiers ('Auxiliary Territorial Service') operating radars and searchlights and a hardy group of older soldiers in the Home Guard (our National Guard) doing the heavy lifting of shells in the gun pits. Maintenance was handled by REME ('Royal Electrical and Mechanical Engineers') into which organization ETGers were placed on temporary duty for housekeeping and to take over supervision of the British army's enlisted radar maintenance people known quaintly there as 'other ranks'.

Hams not militarily inclined will now get a short course in happenings in this business. AA has a long history starting in WW I when artillery was modified to point skywards with some optimism enemy aircraft could be downed by a carefully aimed shot from the ground. Perhaps one round in a thousand found its target in those days. When AA came into its own, optical rangefinders were put into service as they had on warships. Next came shells fitted with timed fuses set to burst at the enemy's altitude using input from a firing director which took account of variables like windage, temperature and others. All of this apparatus failed muster at night and in cloudy weather when optical targeting was useless. Targeting was attempted by sound detection using a bunch of horns like the one the Dean had at Georgia Tech, but this too never improved the odds.

Perhaps the greatest military invention in our lifetimes was radar first discovered by the Germans when they observed that radio signals were reflected back from a boat steaming in a river. When next it was found that a pulse of rf could be transmitted at such an object and a weaker pulse of reflected energy could be detected on a sensitive receiver a few tens or hundreds of microseconds later, radar ('Radio Detection and Ranging') became practical. Before the onset of WW II, the British scientist, Sir Robert Watson Watt, induced Winston Churchill to protect Britain against expected air attacks from Germany by commissioning a countrywide network of radar detecting stations called CHL for Chain Home Long. Each station would look familiar to a DXer like W2IOP. A powerful biased transmitter operating around five meters was triggered a few hundred times a second to put forth short microsecond-long bursts of energy to an array of fixed unidirectional antennas pointing towards possible approaches Germans would take to attack the country. The pulse power in this regime was measured in hundreds of kilowatts, but on average the power was much lower and close to that a few hams run when no one is looking! Radars were made practical by another invention, the cathode ray tube. In all of the CHLs and radars everywhere else, range was and still is measured on a CRT which shows the time it takes for a pulse to shoot out and return a short instant later. As radio waves travel at the speed of light, it turns out they travel a mile in about 6 microseconds. On a timed sweep of a CRT trace, the round trip time to the target object could be shown in units of

distance. With antennas perched high between two huge towers, CHL stations could peer out over 50 miles and detect incomers as they took off from bases in France and even Germany. Through rain or shine, light or dark, radars revolutionized civilization, and those ETGers assigned to the RAF helped Britain endure!

My service involved helping down enemy aircraft that escaped the wrath of the RAF whose fighter aircraft forewarned by CHL saved Britain. Manned bombers that managed to break through then became targets of the Royal Artillery. The country's AA defense involved batteries of radar-directed 3.7 and 7.5 inch guns situated around major cities in the U.K. Aiding in the defense were barrage balloons floating overhead whose steel mooring cables frequently snared unsuspecting German bombers and masses of radar-aimed searchlights which were designed to surprise and blind enemy pilots. We ETGers were assigned to oversee maintenance of all the gun laying and searchlight radars involved in a RAAA regiment, mine being the one guarding Hull's Humber river and the adjacent seaport city of Grimsby along the northeast coast of England.

Since we are all hams in QCWA and like details of electronic wizardry, I shall describe the AA battery I found myself assigned to in Grimsby since it was identical to hundreds of others, including a prime example in the center of London's Hyde Park. Each battery of four guns in individual sandbagged pits surrounded the gun-laying radar's wooden cabin which was about 10 x 8 feet in floor area and maybe 8 feet high and which was center-mounted above a huge circular ground plane some thirty feet in radius made up of chicken wire. The ground plane itself was elevated on pegs a few feet above ground leaving a hole in the center so the radar cabin could rotate 360 degrees in all directions above a pivot. The whole works smelled strongly of an amateur radio heritage, albeit British!

The GL Mk II radar inside the sealed cabin used many components common to the CHLs. The five-meter transmitter was not unlike that used in the states by wealthy hams as were the rack-mounted receivers. Power was provided by a Lister diesel-generator set that was cranked into action during an air raid by one of the ATS girls, a feat that escaped me during my whole stay. Inside the cabin were three operating positions, one for a girl who hand-cranked the cabin to turn it towards a target shown on her azimuth CRT, another who tracked range on second CRT and fed the data into a servo feeding info to the gun system and a third passing aircraft height data from her 'scope to the guns' predictor, a mechanical computer that passed the target's best calculated position in space to the gun pointers.

Noteworthy was the antenna system mounted on a trellis-like affair on one side of the cabin which was completely covered by chicken wire serving as the reflector for the individual dipole antennas, all of which were horizontally mounted in front of the reflecting screen. Centered was a single dipole serving the transmitter. On either side were two identical dipoles, each feeding an individual receiver, whose purpose was to pick up returning echos that would be equal in amplitude when the cabin was rotated to point facing the target. Thus was azimuth handled!

The height finding was more sophisticated and used another pair of dipoles a half wavelength apart, one above the

other. The theory was the height of an enemy could be calculated by measuring the difference in the phase between echos received at the two antennas, the higher one picking up the direct signal first and the other receiving its same echo later via the longer path taken by its hitting the ground plane first and be then being reflected up to the lower dipole. This time difference was measured and translated into the elevation angle of an enemy aircraft using a so-called 'goniometer.' This calibrated contraption resembled a rotary transformer with two coils, one of which could be rotated in the proximity of the other. When each coil was fed signals from its height finding dipole, the ATS soldier rotated the goniometer until identical amplitude pulses were viewed on the a CRT. This produced the height information needed by the predictor feeding the guns.

During frequent nighttime air raids, cognizant AA Commands were alerted by the RAF to incoming Germans by landline telephones. This often triggered startup of our radar where I sat crammed in between very attractive and often sexy ATS girls all watching the enemy take off across the North Sea and head towards Old Blighty. I always felt this assignment could be viewed as a hardship post, especially when our four rapid fire guns roared into action and shrapnel fell like rain all around us. As for the girls who lived alongside us in their own barracks and socialized with us in the canteen at night, we handsome, young, and overpaid ETG officers, including yours truly alone in this important assignment, were forewarned we could only look and not touch!

Yes, this was hardship work. Being forced to drive my British Army-issued car twenty miles or so each Friday to a local brewery to pick up booze for the officers' mess was one such task. On a four car ferry once and sharing space with me, the two star commanding general of the Royal Artillery got out of his fancy staff car and came to my humble Austin car, looked at the booze without saying a word and only later asked me how I enjoyed my work when he paid a surprise inspection visit on the battery where I was living. Another hardship was sitting next at dinner in the nearby regimental mess with the stiff-lipped British major commanding who only once talked to me by ask-



Major General Greene, CG of Royal Artillery inspecting 3.7 in. AA gun pit after reviewing carload of booze in W2KVY's (now K6FZ) staff car rushing 'home' to beat the surprise visit!

ing what I was paid. Adding the 2 shillings 6 pence paid me each day by the British for food on top of my \$125 plus \$12.50 monthly plus \$7 per day on the napkin, the major simply said, "you get paid more than me." Another hardship was having my own 'bat man' servant, an elder Brit corporal, who awoke me mornings with a cup of tea, laid out a pressed uniform for me to wear, and made up my bed for five shillings a week or roughly one dollar.

A month before going back home, I was ordered on temporary duty to attend the British Army Radio School down in Richmond, Surrey, near London where I was introduced to the GL MK III, a brand new 10 cm microwave gun-laying radar built in Canada. Sporting two parabolic antenna dishes and resembling both Mickey and Minnie Mouse, this fantastic unit incorporated the British-invented magnetron transmitter and the American klystron oscillator invented by the Varian brothers which, with a 1N-series crystal detector front end, served in the microwave receiver. While I got no hands-on experience with that radar, or its equivalent all-American single dish SCR-585 microwave radar, I knew both made obsolete the UHF radars I worked with. Both added immeasurably to the needed accuracy required to deal with the slow moving V-1 rockets that soon swamped allied air defenses in England and on the Continent. Against the later V-2 ballistic missiles, all defense systems proved useless!



A variety of circa 1945 radar and IFF antennas at the Air Corps' Camp Murphy, FL radar school. L to R - VHF IFF, 10 cm Microwave Height Finder, IFF again and 10 cm GCI 10 cm (Ground control of fighter intercept).

It should be obvious to my reader that shooting down an enemy aircraft or missile is not 100% foolproof by any means and, most likely, never will be. The headhunters in the Solomon Islands missed downing our buzzing 'plane with all of their sticks and stones and did almost as well as WW I AA accomplished though visual targeting. Any victories would be gleaned mainly by chance! The early UHF radars, both Japanese, Brit-

ish and American, would be lucky to come forth with aiming accuracies of 1 % in range, azimuth, and elevation. This translates into a ranging error of about 200 feet for an enemy at 20,000 feet plus errors in azimuth of almost four degrees out of 360 degrees and about one degree in elevation. New microwave radars considerably improved aiming accuracy as did the introduction of radio controlled fuses that caused shells to burst within proximity of their targets, yet in WW II, 100% efficiency never was achieved..

Unless the incomings carry nuclear weapons, it is cheaper to let some enemies break through than strive for 100% efficiency. It has been proven that the loud sound of AA firing is more assuring to people being bombed than statistics on the number of enemy kills actually achieved. Now, almost sixty years after WW II ended, AA fire against aircraft is hardly more effective than it has been in the past. Based on this, one questions how any current or proposed defense system can detect and reliably destroy *all* incoming nuclear-armed ballistic missiles 200 miles up that travel at 25,000 mph? So much for AA!

My British army service came to an end in late 1943. I performed my work well and shipped home, *this* time on the QUEEN MARY, after I was given a long-to-be-remembered going-away party in the NAAFI (like the USO) by every serving man and woman in the 520th Heavy Antiaircraft Battery. The doorway, to my complete surprise, was adorned with a huge banner, remnants of which I have today, that simply said, 'WELCOME HOME TO 145 EAST 49th STREET.' I also was given a hand-made wooden model of the GL MK II which I long treasured until it, and a brass ashtray the gunners made From a cut down shell casing, were lost back home in the USA.

Little did the RA gang know that one night during an air raid, a German JU-88 bomber was shot down over our site by fire from a nearby battery when I had the cables to our radar's antennas reversed by mistake and our battery was firing in the wrong direction. That next day, the Hull mayor in full regalia, came out, reviewed the marching British troops who were followed close behind by one lone American 2d lieutenant, and awarded our commanding officer a unit commendation for the feat. Until now, only the Captain and I knew what really happened. Most hams have encountered reversed cables at least once in their lives! I was involved in two such incidents...the one in England and the other later on on the Passaic river in NJ about which you will hear more soon.

The second part of "The More Things Change..." will be published in a future issue of the Journal.

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ROWLEY, VERNON B	K0BRE	19293	2003	CARROLL	IA
ANDERSON, JAMES D	K0QIQ	22054	2003	RAYMORE	MO
WIIK, ED M	W0UGO	05541	* 2003	MINNEAPOLIS	MN
DRAKE, EARLE R	W1KBV	03265	* 2003	HYANNIS	MA
MARDEN, DAVID C SR	KE2AG	31589	2003	FREEHOLD	NJ
BREIDENSTEIN, CHARLES	K2AOA	27298	2003	BUFFALO	NY
MERSEREAU, CHARLES R	W2JI	10453	* 2003	FAIRLAWN	NJ
GUINThER, GEORGE L	WB2QCK	29606	2003	LOCKPORT	NY
ANDERSON, CHARLES JR	W2RYB	31422	2003	TITUSVILLE	NJ
DERBY, DON C	W3ARO	14995	2003	CAMBRIDGE SPRINGS	PA
MUNDY, EVERETT I	WA3JTU	29572	2003	BELLEFONTE	PA
JACKSON, JOSEPHINE S	W3LJF	17573	2003	ERIE	PA
PLUMMER, P J	VE3MA	02529	2003	OTTAWA	ON
MC GRAIL, JOHN JOSEPH	VE3NQ	12279	2003	OTTAWA	ON
FORTUNE, JACK	VE3VO	10411	2003	WATERLOO	ON
STROM, J FREDERICK	W3XQ	19470	* 2003	ST PETERSBURG	FL
SANDERS, JOHN H	WB4ANX	24975	* 2003	KINGSPORT	TN
ALLEN, C L D	K4AXB	07678	* 2003	ORLANDO	FL
QUITTER, WALTER M	NC4B	14410	* 2003	STEPHENS CITY	VA
SCHOLZ, EMIL F	K4BXD	15697	2003	INVERNESS	FL
KELLY, THOMAS J	K4IRD	09891	2003	TRYON	NC
EICKLER, GEORGE J	WB4NSG	31109	2003	MARTINEZ	GA
BOWEN, PENNOCK B	W4SLD	06769	2003	COCOA BEACH	FL
SCHEIDERER, JUDITH	WB5HGL	28716	2003	EL PASO	TX
RAYNES, C D	K5LF	05753	2003	KANSAS CITY	MO
SMITH, HELEN D	WA5WAR	22941	* 2003	HARRISON	AR
PAULSON, EARL TED	KH6AA	06528	2003	LAS VEGAS	NV
BRAZELL, META K	WA6BNS	25053	2003	LAKESIDE	CA
HUDSON, GEORGE R	W6BTY	26674	2003	CITRUS HGTS	CA
HINKEL, ROY NEAL	K6DUE	09827	2003	HIGH POINT	NC
CUSING, HAROLD F	W6LXZ	09787	2003	SUN CITY	CA
DOWLING, KENNETH T	W6YCO	07782	2003	SANTA MONICA	CA
HISAMOTO, ROBERT M	KL7AM	10311	* 2003	FAIRBANKS	AK
NELSON, JOHN A	W7AOB	02115	2003	LONGVIEW	WA
TRENT, JOHN P	KL7DG	04175	* 2003	WASILLA	AK
DENHAM, JOHN P	W7JTI	21698	* 2003	BOTHELL	WA
TRUAX, JUNE E	27RAX	11966	* 2003	BEAVERTON	OR
WARNER, GERALD F	W7RH	13091	2003	IDAHO FALLS	ID
NEBEKER, RONALD D	K7UT	25994	* 2003	RIGBY	ID
LOVETT, DON K	K8BXT	15212	2003	WARREN	OH
PRECHTEL, CLEMENT J	W8DRR	31121	2003	PARMA	OH
HESSLER, WILLIAM G	W8DXT	12492	2003	STOW	OH
BOUGHTON, RON	W8JEG	16872	2002	HESPERIA	MI
MC MILLAN, DONALD A	K8KWG	17890	* 2003	TRAVERSE CITY	MI
MARTINOVICH, STEVEN A	W8NZD	23116	2003	SEVEN HILLS	OH
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